HEXAGON TRANSPORTATION CONSULTANTS, INC.

America Center Phase III Building 5 Development

Traffic Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed America Center Phase III project in North San Jose. The America Center III Project proposes modifications to the allowed amount of development under the existing Planned Development Zoning (PDC 03-24) within the Commercial Office/Research and Development (R&D) area of the America Center Development. The proposed project would increase the total allowed commercial office, R&D, and amenity space on the site by 190,000 square feet, from 900,000 to 1,090,000 square feet.

The project also includes a specific development; construction of a building with up to 216,350 sf of office space and the expansion of the approved, and currently under construction, 830 space parking garage to include a total of 1,870 parking spaces as well as 6,000 sf of amenity space. Additional parking for the project will be provided by 1,740 surface parking spaces. Access to the site is provided from America Center Drive, which is a private street and extends from the northern terminus of Great America Parkway into the America Center.

The project site is part of the approved America Center Project site for which a traffic study was completed in 1999. The America Center project included 900,000 square feet (s.f.) of office space, a 175-room hotel, and 25,000 s.f. of commercial/retail space. A total of 420,094 sf of office space and the 175-room hotel has been constructed on the site. Two more buildings containing 431,668 sf of office space, 16,000 sf of amenity space, and an 830-space parking garage are currently under construction. The 25,000 s.f. of commercial/retail space was planned adjacent to the Guadalupe River, just west of the Union Pacific Railroad line which is now a separate zoning district approved as part of PDC15-016 in March 2016. Once the four office buildings are completed, there is 32,238 s.f. of remaining office/R&D space entitlement provided on the project site that will be used by the proposed project.

Scope of Study

The purpose of the study is to identify the potential traffic impacts related to the proposed project. The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the Cities of San Jose and Santa Clara and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 16 signalized intersections and two unsignalized intersections within the Cities of San Jose and Santa Clara as well as 12 directional freeway segments. The study intersections were selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour). Any intersections outside of the study area to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study also includes an operations analysis, based on vehicle-storage requirements at select intersections and site access analysis, which includes level of service analysis and vehicle-storage requirements at the proposed project entrances.

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Project Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

The proposed project consists of the construction of up to 216,350 sf of office uses. The evaluation of existing plus project conditions requires the analysis of the entire proposed development on the project site against existing traffic conditions. Therefore, trip credit due to the replacement of the approved 32,238 sf of R&D space is not applied and the entire proposed 216,350 sf of office space proposed under the PD rezoning is evaluated under existing plus project conditions. For the evaluation of background plus project conditions, the remaining 32,238 s.f. of entitled R & D space on the project site is considered. The 6,000 sf of proposed amenity space within the parking garage is not counted toward project trip generation as it would serve the proposed use and is not anticipated to generate additional vehicle trips.

Existing Plus Project

Based on the ITE trip generation rates, it is estimated that the proposed 216,350 sf of office uses would generate 2,386 daily trips, with 338 trips (297 inbound and 41 outbound) occurring during the AM peak hour and 322 trips (55 inbound and 267 outbound) occurring during the PM peak hour.

Background Plus Project

Based on the ITE trip generation rates, and applying credit for the entitled 32,238 sf of R&D space, it is estimated that the proposed office space on the project site would generate a net additional 2,141 daily trips, with 299 trips (266 inbound and 33 outbound) occurring during the AM peak hour and 288 trips (52 inbound and 236 outbound) occurring during the PM peak hour when compared to the previously approved project.

Project Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under existing plus project and background plus project conditions.

The results of the level of service analysis show that, measured against the applicable municipal and CMP standards, all of the study intersections would operate at an acceptable LOS D or better under existing plus project conditions during both the AM and PM peak hours of traffic.

The results show that one intersection located within the City of San Jose would be significantly impacted by the project under background plus project conditions, according to applicable municipal and CMP impact criteria. The proposed improvements to mitigate the project impacts are described below.

(2) Lafayette Street and Gold Street Connector (City of San Jose)

Mitigation Measure. This intersection's level of service could be improved with the addition of a second northbound left-turn lane. The improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement will require widening of the Gold Street

Connector and shifting of travel lanes to the south by approximately 12 feet to accommodate a second receiving lane for the second northbound left-turn lane. The roadway widening also will require the relocation of the park trail, south of the Gold Street Connector. The addition of a second northbound left-turn lane at the intersection also was identified as a mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study. However, the City of San Jose has no authority of development within other jurisdictions or their development schedules. Therefore, the project will be required to construct the improvements.

Cumulative Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under cumulative conditions. The results show that, two intersections in the City of San Jose would be significantly impacted by the project traffic based on applicable municipal cumulative significance criteria.

Described below are the possible intersection improvements for the cumulatively significant intersection impacts to which the project's contribution is deemed considerable.

(2) Lafayette Street and Gold Street Connector (City of San Jose)

Mitigation Measure. This intersection's level of service could be improved with the addition of a second northbound left-turn lane. The improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement will require widening of the Gold Street Connector and shifting of travel lanes to the south by approximately 12 feet to accommodate a second receiving lane for the second northbound left-turn lane. The roadway widening also will require the relocation of the park trail, south of the Gold Street Connector. The addition of a second northbound left-turn lane at the intersection also was identified as a mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study. However, the City of San Jose has no authority of development within other jurisdictions or their development schedules. Therefore, the project will be required to construct the improvements which also were identified to mitigate its project-level impacts.

(3) Great America Parkway and SR 237 (North) (City of San Jose)

Mitigation Measure. This intersection's level of service could be improved by adding a third left-turn lane and second right-turn lane to the intersections westbound approach (SR 237 off-ramp). This improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement was an identified mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study.

Freeway Segment Analysis

The results of the freeway level of service analysis are summarized in Table ES 2. The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on four directional freeway segments and HOV lanes on one directional freeway segment during at least one peak hour.

Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, and no comprehensive project to add through lanes has been developed by Caltrans or VTA for individual projects to contribute

to, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

Other Transportation Issues

Intersection Operations Analysis

Great America Parkway and Gold Street Connector

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Great America Parkway and Gold Street Connector intersection would exceed the existing vehicle storage capacity under existing plus project, background and background plus project conditions.

The southbound left-turn lane currently provides approximately 100 feet of vehicle storage, which can accommodate approximately four vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately seven vehicles during the PM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than two vehicles during the PM peak hour. The southbound left-turn pocket already extends to the upstream intersection (America Center Drive and America Center Court). Thus, it is not possible to extend the left-turn pocket to meet the projected queue.

Lafayette Street and Gold Street Connector

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pocket at the Lafayette Street and Gold Street Connector intersection would exceed the existing vehicle storage capacity under background and background plus project conditions.

The northbound left-turn lane currently provides approximately 350 feet of vehicle storage, which can accommodate approximately 14 vehicles. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 17 vehicles during the PM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than one vehicle during the PM peak hour. The left-turn pocket already extends to the upstream intersection (Lafayette Street and Great America Way). Thus, it is not possible to extend the left-turn pocket to meet the projected queue. However, a second northbound left-turn lane as proposed at the intersection to mitigate level of service impacts would provide adequate storage to serve the projected queue.

Great America Parkway and SR 237 (South)

Southbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Great America Parkway and SR 237 (South) intersection would exceed the existing vehicle storage capacity under background plus project conditions during the PM peak hour.

The southbound left-turn lane currently provides approximately 200 feet of vehicle storage, which can accommodate approximately eight vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately nine vehicles during the PM peak hour under background plus project conditions. The southbound left-turn pocket already extends to the upstream intersection, Great America Parkway and SR 237 (North). Thus, it is not possible to extend the left-turn pocket to meet the projected queue. However, a maximum left-turn pocket storage inadequacy of only one vehicle is a worst-case traffic condition and is not likely to result in any operational problems at this intersection.

Eastbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Great America Parkway and SR 237 (South) intersection would exceed the existing vehicle storage capacity under background and background plus project conditions.

The eastbound left-turn lane currently provides approximately 300 feet of vehicle storage, which can accommodate approximately 12 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 21 vehicles during the AM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than one vehicle during the AM peak hour. The eastbound left-turn pocket could potentially be extended to provide an additional 225 feet of storage.

Signal Warrant Analysis

Lafayette Street and Great America Way (City of Santa Clara)

Peak-hour traffic signal warrant checks indicate that the traffic volumes at the Lafayette Street and Great America Way intersection during the PM peak hour are projected to meet thresholds that warrant signalization under background and background with project conditions.

Traffic volumes indicate that the signalization of the Lafayette Street and Great America Way intersection is not necessary until the construction of other approved development in the project area, which includes the City Place development, is completed. The installation of a signal at the intersection was also identified to be warranted with the City Place development. The proposed project will result in a total of 58 PM peak hour trips through the intersection. Because signalization of an intersection is dependent upon many factors and may be required regardless of the proposed project, the City of Santa Clara will decide when and if a signal should be installed and provide funding for its construction. Therefore, the proposed project would not result in a significant impact at the Lafayette Street and Great America Way intersection.

Freeway Ramp Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

It is projected that the project will result in the addition of peak hour trips to two freeway interchanges: (1) US 101 at Great America Parkway/Bowers Avenue, (2) and SR 237 at Great America Parkway. The metered freeway on-ramps were evaluated during the PM peak hour of traffic only since the majority of the proposed project traffic that is projected to be added to freeway on-ramps will occur during the PM peak hour. Both the westbound and eastbound on-ramps at SR 237 interchange are metered during the PM peak hour. However, only the southbound loop on-ramp at the US 101 interchange is metered during the PM peak hour.

Based on the freeway ramp analysis, the proposed project traffic will have minimal effect on delay and queues at the southbound on-ramp at the US 101/Bowers Avenue and westbound on-ramp at the SR 237/Great America Parkway interchanges. The addition of project traffic to each of the ramps will equate to a less than 3.0% increase in volume and would extend the wait times by no more than six seconds during the PM peak hour. In addition, the addition of project traffic would result in the extension of projected queues at each ramp by no more than one vehicle.

SR 237 Eastbound On-Ramp from Great America Parkway

The addition of project traffic to the SR 237 eastbound diagonal on-ramp from Great America Parkway will equate to an approximately 54% increase in the southbound left-turn volume during the PM peak hour and would extend the wait times at the ramp by approximately 34 seconds.

The maximum queue lengths measured in the field and projected under project conditions would extend beyond the available storage on the on-ramp. The SR 237 eastbound diagonal on-ramp from Great America Parkway already provides one HOV lane and two mixed-flow lanes. The ramp overcrossing of Lafayette Street, located approximately 550 feet east of Great America Boulevard, restricts the addition of storage on the ramp. Therefore, additional physical improvement for the purpose of queue storage at the ramp would consist of widening Great America Parkway and possibly the SR 237 overcrossing.

The widening of Great America Parkway and addition of a southbound left-turn lane would provide additional queue storage. However, the additional southbound lane would not provide an operational benefit to ramp operations since the ramp operations are dictated by the ramp meter rate. There will be no reduction in projected queues without an adjustment of the ramp meter rate to increase the number of vehicles being fed onto the freeway. The City has worked cooperatively with VTA and Caltrans to implement measures to minimize the effects of vehicular queues at freeway ramps, such as shutting off the ramp meters when vehicular queues extend back onto the arterials. The City will continue to monitor the effects of traffic growth in the area and its effects on freeway ramp operations and work with VTA and Caltrans to implement further measures when deemed necessary.

Site Access

The proposed Building 5 will be located at the southeast corner of the America Center office campus. Nearly all of the planned on-site roadways that will serve the campus, including the proposed Building 5, are completed. Access to the proposed Building 5 would be taken from the existing on-site roadways of America Center Drive and America Center Court. The project does not involve changes to the existing site access and circulation.

The campus, including the proposed Building 5, will be served by an 1,870 space-parking garage located along the southern and eastern boundaries of the site. The garage is currently under construction. Access to the parking garage will be provided by two driveways along America Center Court. A driveway will also be located at the north end of the garage and accessed from America Center Drive.

America Center Court intersects with America Center Drive just north of the Gold Street Connector. America Center Court is 36 feet wide between America Center Drive and the point at which it changes to a north/south alignment. The roadway narrows to a 26 feet wide travel way along its north/south alignment. The results of the peak-hour traffic signal warrant checks at the America Center Drive and America Center Court intersection indicate that the projected traffic volumes under project conditions will not meet thresholds that warrant signalization.

Parking Analysis

Per the City of San Jose Municipal Code (Chapter 20.90.060), office land uses are required to provide one space per 300 sf of building space. Based on the City's parking requirements, a total of 3,614 off-street parking spaces are required for the 1,084,112 sf of office space (867,762 sf of existing/planned plus proposed 216,350 sf) on the entire campus.[1] The project proposes a total of 3,610 on-site parking spaces (1,870 parking spaces within the planned parking garage and 1,740 spaces within surface parking lots). The surface parking areas should be configured to provide the additional four spaces to meet the City's parking requirements if Building 5 is proposed to utilize all the square footage that is included as part of the rezoning.

[1] The 6,000 sf of proposed amenity space is not counted toward parking requirements as it would serve the proposed use and is not anticipated to generate additional vehicle trips.

Bicycle Parking

The City's Bicycle Parking requirements require one bicycle parking space per 4,000 square feet of office floor area. The proposed project at full buildout is required to provide 271 bicycle parking spaces to meet the city standards. It is recommended that the project provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Transit Services

The project site is not directly served by any transit services other than the ACE Shuttle that has a stop within the America Center development. The ACE Green Shuttle (823) operates on Tasman Drive and Great America Parkway between its route from the Great America ACE Station and the America Center campus. There are scheduled stops at the Convention Center and Old Ironsides LRT Stations along Tasman Drive, which also provides connections to other VTA bus lines. The nearest bus stops are located along Gold Street near its intersection with Taylor Street that is located approximately one mile from the project site and at the intersection of Tasman Drive and Old Ironsides Drive located approximately 1.5 miles from the project site. The nearest LRT station is also located at the intersection of Tasman Drive and Old Ironsides Drive.

It is assumed that only a minimal number of employees of the proposed office development would utilize existing transit services due the long walking distance and lack of pedestrian facilities linking the project site to transit facilities. In addition, the ACE shuttle provides only four scheduled runs during the morning and evening commute hours. It is recommended that the project pursue implementation of employee shuttles to provide a link between the project site and transit services (LRT station and bus stops) near the Old Ironsides and Tasman Drive intersection and Great America ACE Station. Should shuttle buses be implemented, the highest transit mode-share that could be expected for the project would be an estimated three percent, which equates to approximately 8 to 9 new transit riders during the peak hours. Assuming the existing transit service would remain unchanged, with five bus lines and the Mountain View-Alum Rock LRT line providing service near the project site, the new riders due to the proposed project can be accommodated by the current available capacity of the transit service in the study area.

Bicycle and Pedestrian Facilities

There are several bike lanes and bike paths in the vicinity of the project site. In addition, the San Jose Bike Plan 2020 and Envision 2040 General Plan identifies planned improvements to the bicycle network within the City and provides policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In the immediate area of the project, a Class I off-Street trail is planned to run generally around the perimeter of the America Center Campus with connections to the Baylands Park Trail near the Lafayette Street/Gold Street Connector intersection and San Tomas Aquino Creek. An additional connection to the Bay Trail is proposed as part of the Residence Inn project at the northern termination of America Center Court.

Pedestrian facilities in the immediate project area are limited. In particular, there are no sidewalks provided along America Center Court, the east side of America Center Drive along the Building 5 frontage, and either side of America Center Drive between the Gold Street Connector and the Building 5 frontage which are all private street segments. Sidewalks are provided along both sides of America Center Drive north of the Building 5 frontage. There is an unpaved walkway provided along the west side of America Center Drive between the America Center office buildings and the Gold Street Connector.

It is unlikely that the proposed project will result in measurable increase of pedestrians given that the nearest commercial uses and transit services are located more than 1.5 miles from the project site. However, pedestrian traffic from the project site could include the recreational use of the Baylands Park

Trail by employees that runs along the north side of SR 237. Access to the trail is provided at the SR 237 and Great America westbound ramps intersection. The intersection provides controlled crosswalks across Great America Parkway on its north approach and across the SR 237 westbound on-ramp. Use of the trail and crosswalks at the SR 237 and Great America westbound ramps intersection by pedestrians originating from the proposed Building 5 will require crossing America Center Drive. Given the lack of pedestrian facilities along the east side of Great America Parkway south of the project site, it is not recommended that sidewalks be provided along the Building 5 frontage. Instead, pedestrians should be directed with wayfaring signs to the use of the parking lot drive aisles and entrances along America Center Drive located between Buildings 1-2 and 3-5.

Transportation Demand Management

The project will establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the demand for on-site parking discussed above. The TDM program should encourage multimodal travel and use of the extensive transit services and pedestrian/bicycle facilities in the North San Jose area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant employee participation. An effective TDM program that includes several of the measures identified below can easily achieve a 25% percent reduction in work-related vehicle trips that result in a reduction in trips generated by the project and parking demand. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. The project TDM program could include, but would not be limited to, the following elements to reduce vehicle trips:

- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

Table ES 1
Intersection Level of Service Summary

Study Number	Intersection	Location	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C	Cumulative No Project Avg. Delay	Cumulative No Project LOS	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Incr. In Crit. Delay	Cumulative Plus Project Incr. In Crit. V/C	% of Project Contribution
1	Great America Parkway and Gold Street	San Jose	D	AM	01/28/15	15.0	B	16.4	B	3.4	0.126	32.2	C	31.0	C	0.0	0.005	39.1	D	37.1	D	9.5	0.041	
				PM	01/28/15	13.5	B	13.1	B	2.1	0.038	22.2	C	23.1	C	3.6	0.034	27.2	C	29.2	C	11.9	0.104	
2	Lafayette Street and Gold Street Connector	San Jose	D	AM	01/28/15	15.0	B	15.2	B	0.1	0.043	**92.2**	**F**	**105.6**	**F**	**16.0**	**0.043**	**92.1**	**F**	**105.5**	**F**	**19.3**	**0.061**	**42%**
				PM	01/28/15	14.5	B	14.6	B	0.3	0.023	24.9	C	27.3	C	3.5	0.035	27.4	C	30.3	C	7.5	0.067	
3	Great America Parkway and SR-237 (N) *	San Jose	D	AM	01/26/16	18.2	B	17.8	B	0.0	0.004	**70.4**	**E**	**70.0**	**E**	**1.0**	**0.003**	**81.3**	**F**	**80.6**	**F**	**18.2**	**0.044**	**57%**
				PM	09/11/14	17.4	B	17.7	B	-0.1	0.026	30.4	C	32.8	C	2.8	0.023	35.2	D	38.7	D	11.9	0.067	
4	Great America Parkway and SR-237 (S) *	San Jose	D	AM	01/26/16	13.3	B	14.8	B	1.3	0.032	40.6	D	46.6	D	9.5	0.028	48.0	D	54.7	D	22.7	0.065	
				PM	09/11/14	11.9	B	14.2	B	4.0	0.065	15.0	B	19.1	B	6.7	0.061	17.8	B	23.8	C	15.0	0.116	
5	Great America Parkway and Great America Way	Santa Clara	D	AM	01/26/16	21.5	C	21.8	C	-0.1	0.002	30.3	C	30.4	C	0.3	0.002	34.7	C	34.9	C	0.6	0.002	
				PM	01/26/16	18.1	B	17.9	B	-0.1	0.003	18.9	B	19.8	B	5.3	0.127	20.1	C	20.0	C	0.1	0.003	
6	Great America Parkway and Alviso Road	Santa Clara	D	AM	01/26/16	16.5	B	16.6	B	0.0	0.000	**76.4**	**E**	**76.7**	**E**	**1.8**	**0.003**	**97.3**	**F**	**97.4**	**F**	**1.8**	**0.003**	
				PM	01/26/16	33.6	C	33.6	C	1.8	0.008	**130.1**	**F**	**135.2**	**F**	**2.0**	**0.003**	**144.9**	**F**	**150.8**	**F**	**2.0**	**0.003**	
7	Great America Parkway and Bunker Hill Lane	Santa Clara	D	AM	01/26/16	13.4	B	13.4	B	0.0	0.000	13.2	B	13.1	B	0.0	0.002	13.5	B	13.4	B	0.0	0.002	
				PM	01/26/16	15.1	B	14.9	B	-0.3	0.016	14.7	B	14.6	B	0.1	0.016	15.2	B	15.2	B	0.1	0.016	
8	Great America Parkway and Tasman Drive *	Santa Clara	E	AM	10/27/15	26.6	C	26.8	C	0.2	0.008	35.5	D	35.8	D	0.5	0.007	42.5	D	42.8	D	0.8	0.007	
				PM	09/16/14	28.7	C	28.7	C	0.1	0.014	73.6	E	76.5	E	2.0	0.005	**97.7**	**F**	**101.0**	**F**	**2.2**	**0.006**	
9	Great America Parkway and Old Glory Lane	Santa Clara	D	AM	01/26/16	10.4	B	10.5	B	0.0	0.002	15.2	B	15.1	B	0.0	0.002	15.3	B	15.3	B	0.0	0.002	
				PM	01/26/16	10.8	B	10.7	B	0.1	0.011	39.8	D	42.3	D	4.0	0.011	49.5	D	52.2	D	4.5	0.011	
10	Great America Parkway and Patrick Henry Drive	Santa Clara	D	AM	01/26/16	21.2	C	21.0	C	0.0	0.002	26.6	C	26.6	C	0.1	0.001	28.3	C	28.3	C	0.2	0.001	
				PM	01/26/16	25.5	C	25.5	C	0.1	0.011	24.3	C	25.1	C	1.2	0.008	29.9	C	31.5	C	2.5	0.008	
11	Great America Parkway and Mission College Boulevard *	Santa Clara	E	AM	10/29/15	39.3	D	39.4	D	0.1	0.002	55.8	E	57.1	E	0.0	0.000	67.8	E	70.4	E	0.0	0.000	
				PM	09/17/14	49.2	D	49.5	D	0.5	0.010	**105.4**	**F**	**107.5**	**F**	**3.1**	**0.008**	**122.0**	**F**	**124.2**	**F**	**3.2**	**0.008**	
12	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	E	AM	01/26/16	7.4	A	7.3	A	-0.1	0.006	23.3	C	23.7	C	0.6	0.006	28.6	C	29.6	C	1.3	0.006	
				PM	09/30/14	9.0	A	8.9	A	-0.1	0.010	34.5	C	37.2	D	3.5	0.010	55.7	E	58.8	E	4.0	0.010	
13	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	E	AM	01/26/16	21.2	C	21.1	C	0.0	0.006	26.6	C	26.8	C	0.3	0.005	29.9	C	30.4	C	0.8	0.006	
				PM	09/30/14	7.3	A	7.2	A	-0.1	0.005	8.0	A	8.0	A	0.0	0.005	8.7	A	8.8	A	0.1	0.005	
14	Lafayette Street and Calle De Luna	Santa Clara	D	AM	08/12/14	14.8	B	16.1	B	1.3	0.012	15.5	B	17.1	B	1.8	0.025	17.4	B	18.7	B	3.1	0.089	
				PM	08/12/14	18.8	B	19.1	B	0.0	0.010	18.2	B	18.8	B	0.2	0.011	19.4	B	20.0	B	0.2	0.010	
15	Calle Del Sol and Tasman Drive	Santa Clara	D	AM	08/12/14	15.7	B	15.6	B	-0.1	0.009	14.7	B	14.7	B	0.0	0.009	15.9	B	15.9	B	0.0	0.009	
				PM	08/12/14	18.9	B	19.5	B	0.7	0.016	18.9	B	19.6	B	0.8	0.016	19.0	B	19.7	B	0.8	0.016	
16	Lick Mill Boulevard and Tasman Drive	Santa Clara	D	AM	08/12/14	32.2	C	32.1	C	-0.2	0.007	40.3	D	40.4	D	0.1	0.010	40.4	D	40.5	D	0.1	0.010	
				PM	08/12/14	28.2	C	28.2	C	-0.1	0.007	**56.0**	**E**	**56.4**	**E**	**0.9**	**0.007**	**58.7**	**E**	**59.3**	**E**	**1.2**	**0.007**	

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.
Bold and boxed indicate significant project impact.

Table ES 2
Freeway Segment Analysis Summary

					Existing Plus Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
1	SR 237	between N. Fair Oaks Avenue and Lawrence Expressway	EB	AM	64	2	4,400	4,133	32	D	67	1	1,650	816	12	B	33	0.75	6	0.36
			EB	PM	15	2	4,400	2,883	**96**	**F**	70	1	1,650	2,313	33	D	3	0.07	3	0.18
2	SR 237	between Lawrence Expressway and Great America Parkway	EB	AM	62	2	4,400	4,371	35	D	67	1	1,650	1,088	16	B	31	0.70	8	0.48
			EB	PM	14	2	4,400	2,803	**100**	**F**	40	1	1,650	2,323	58	E	3	0.07	3	0.18
3	SR 237	between Great America Parkway and North First Street	EB	AM	47	2	4,400	4,340	46	D	67	1	1,650	942	14	B	10	0.23	2	0.12
			EB	PM	18	2	4,400	3,221	**89**	**F**	40	1	1,650	2,235	56	E	**51**	**1.16**	35	2.12
4	SR 237	between North First Street and Zanker Road	EB	AM	47	2	4,400	4,339	46	D	66	1	1,650	1,263	19	C	9	0.20	3	0.18
			EB	PM	23	2	4,400	3,553	**77**	**F**	40	1	1,650	2,193	55	E	**53**	**1.20**	33	2.00
5	SR 237	between Zanker Road and McCarthy Boulevard	EB	AM	62	2	4,400	4,350	35	D	67	1	1,650	942	14	B	10	0.23	2	0.12
			EB	PM	38	2	4,400	4,168	55	E	70	1	1,650	2,058	29	D	58	1.32	28	1.70
6	SR 237	between McCarthy Boulevard and I-880	EB	AM	66	2	4,400	2,599	20	C	67	1	1,650	743	11	A	9	0.20	3	0.18
			EB	PM	7	2	4,400	1,950	**139**	**F**	70	1	1,650	2,216	32	D	40	0.91	46	2.79
7	SR 237	between I-880 and McCarthy Boulevard	WB	AM	7	2	4,400	1,898	**136**	**F**	27	1	1,650	1,888	**70**	**F**	**48**	**1.09**	**48**	**2.91**
			WB	PM	66	2	4,400	3,316	25	C	70	1	1,650	492	7	A	16	0.36	2	0.12
8	SR 237	between McCarthy Boulevard and Zanker Road	WB	AM	10	2	4,400	2,865	**143**	**F**	40	1	1,650	2,121	53	E	**55**	**1.25**	41	2.48
			WB	PM	43	2	4,400	5,076	**59**	**F**	70	1	1,650	492	7	A	16	0.36	2	0.12
9	SR 237	between Zanker Road and North First Street	WB	AM	37	2	4,400	4,132	56	E	61	1	1,650	2,234	37	D	62	1.41	34	2.06
			WB	PM	43	2	4,400	4,233	49	E	70	1	1,650	1,545	22	C	13	0.30	5	0.30
10	SR 237	between North First Street and Great America Parkway	WB	AM	45	2	4,400	4,385	49	E	64	1	1,650	2,081	33	D	65	1.48	31	1.88
			WB	PM	50	2	4,400	4,415	44	D	70	1	1,650	983	14	B	15	0.34	3	0.18
11	SR 237	between Great America Parkway and Lawrence Expressway	WB	AM	55	2	4,400	4,403	40	D	66	1	1,650	1,461	22	C	3	0.07	1	0.06
			WB	PM	64	2	4,400	4,127	32	D	70	1	1,650	1,128	16	B	27	0.61	8	0.48
12	SR 237	between Lawrence Expressway and N. Fair Oaks Avenue	WB	AM	41	2	4,400	4,193	51	E	63	1	1,650	2,151	34	D	3	0.07	1	0.06
			WB	PM	65	2	4,400	3,926	30	D	70	1	1,650	1,339	19	C	26	0.59	9	0.55

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed America Center Phase III project in North San Jose. The America Center III Project proposes modifications to the allowed amount of development under the existing Planned Development Zoning (PDC 03-24) within the Commercial Office/Research and Development (R&D) area of the America Center Development. The proposed project would increase the total allowed commercial office, R&D, and amenity space on the site by 190,000 square feet, from 900,000 to 1,090,000 square feet.

The project also includes a specific development; construction of a building with up to 216,350 sf of office space and the expansion of the approved, and currently under construction, 830 space parking garage to include a total of 1,870 parking spaces as well as 6,000 sf of amenity space. Additional parking for the project will be provided by 1,740 surface parking spaces. Access to the site is provided from America Center Drive, which extends from the northern terminus of Great America Parkway into the America Center. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

The project site is part of the approved America Center Project site for which a traffic study was completed in 1999. The America Center project included 900,000 square feet (s.f.) of office space, a 175-room hotel, and 25,000 s.f. of commercial/retail space. A total of 420,094 sf of office space and the 175-room hotel has been constructed on the site. Two more buildings containing 431,668 sf of office space, 16,000 sf of amenity space, and an 830-space parking garage are currently under construction. The 25,000 s.f. of commercial/retail space was planned adjacent to the Guadalupe River, just west of the Union Pacific Railroad line which is now a separate zoning district approved as part of PDC15-016 in March 2016. Once the four office buildings are completed, there is 32,238 s.f. of remaining office/R&D space entitlement provided on the project site that will be used by the proposed project.

Scope of Study

The purpose of the study is to identify the potential traffic impacts related to the proposed project. The potential impacts related to the proposed rezoning and Building 5 development were evaluated following the standards and methodologies set forth by the Cities of San Jose and Santa Clara and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 16 signalized intersections and two unsignalized intersections within the Cities of San Jose and Santa Clara as well as 12 directional freeway segments. The study intersections were selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour). Any intersections outside of the study area to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study intersections and freeway segments are identified below.

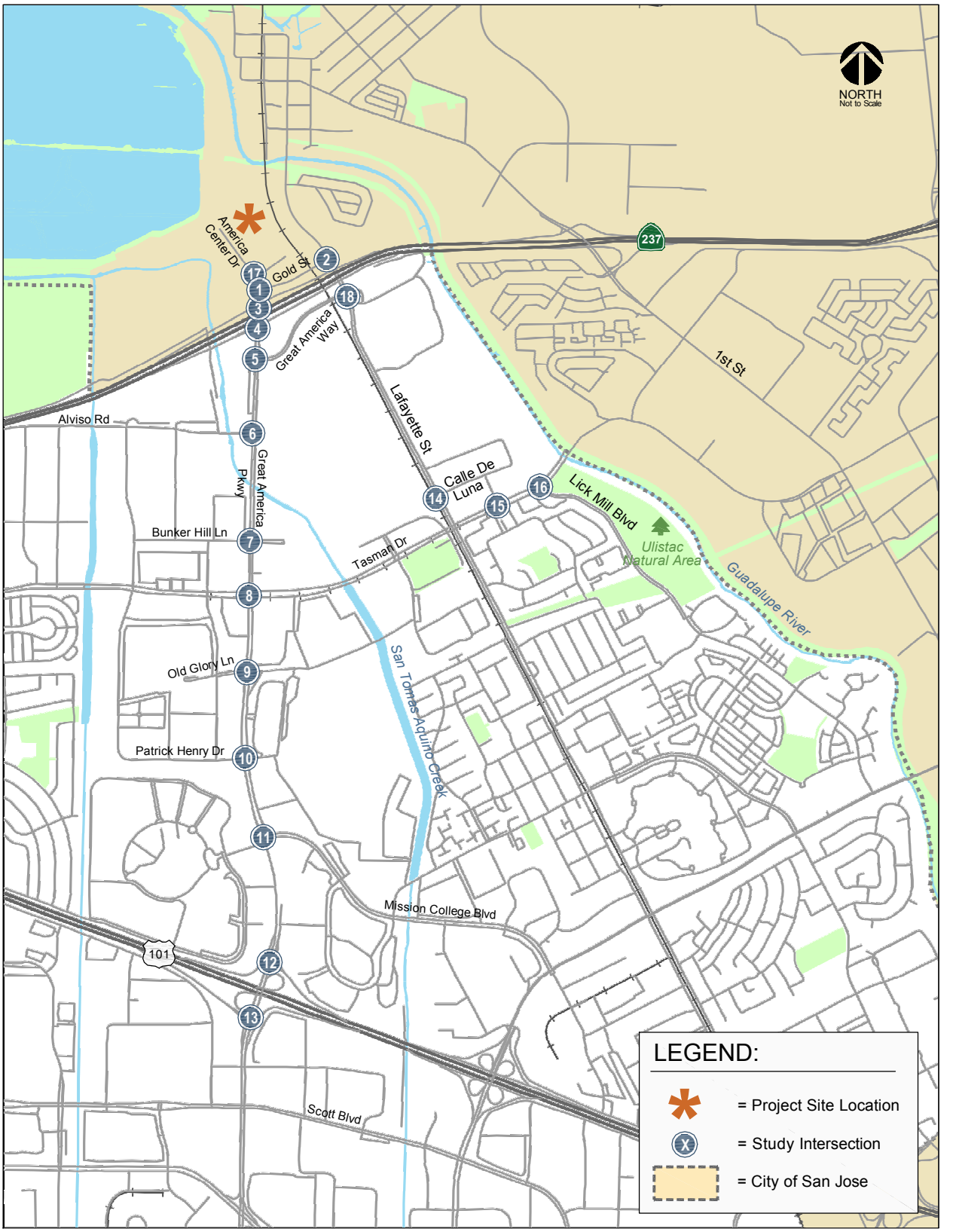

Figure 1
Site Location and Study Intersections

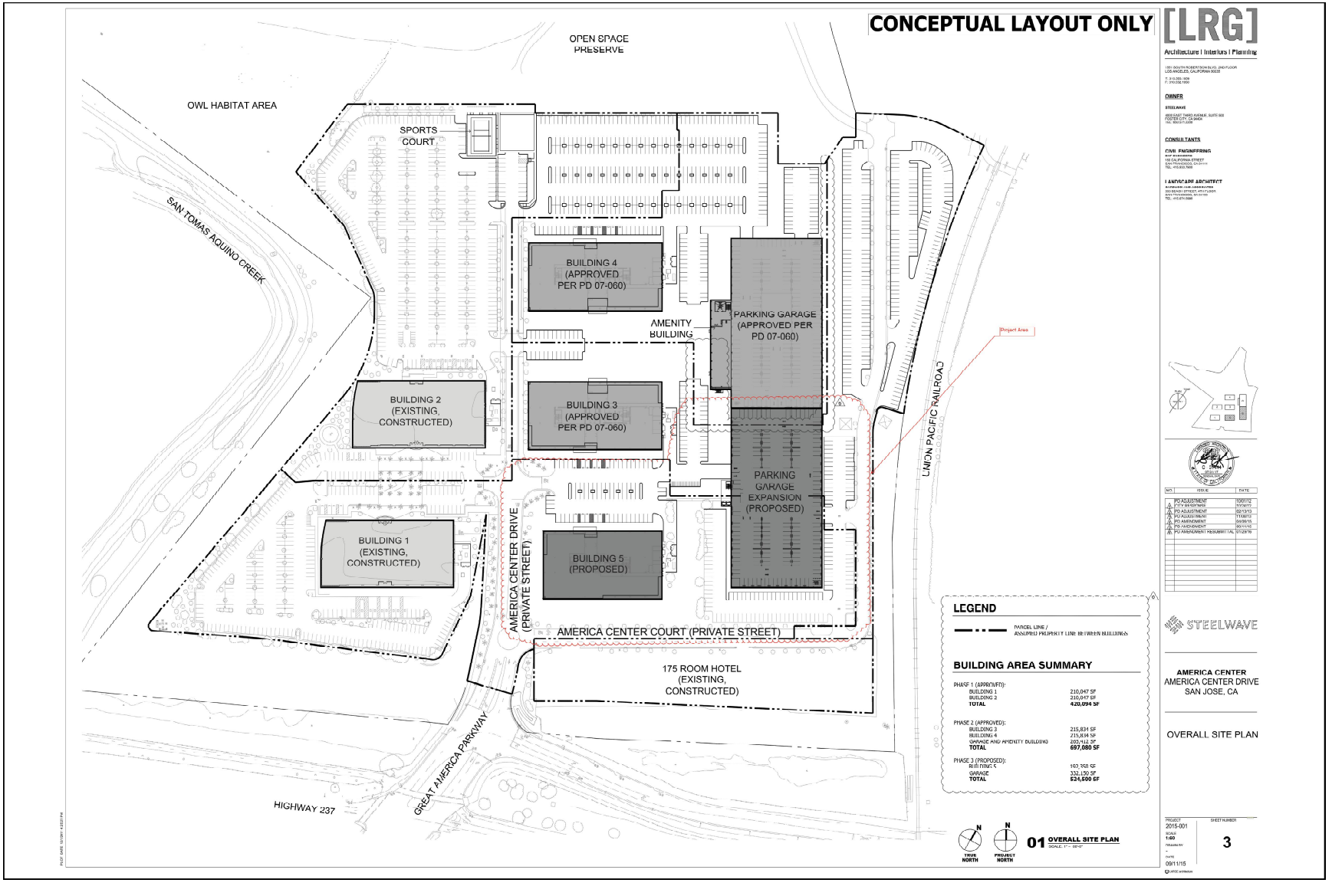

Figure 2
Site Plan

Study Intersections

City of San Jose Study Intersections

1. Great America Parkway and Gold Street
2. Lafayette Street and Gold Street Connector
3. Great America Parkway and SR 237 (N)*
4. Great America Parkway and SR 237 (S)*

City of Santa Clara Study Intersections

5. Great America Parkway and Great America Way
6. Great America Parkway and Alviso Road
7. Great America Parkway and Bunker Hill Lane
8. Great America Parkway and Tasman Drive*
9. Great America Parkway and Old Glory Lane
10. Great America Parkway and Patrick Henry Drive
11. Great America Parkway and Mission College Boulevard*
12. Great America Parkway and US 101 Northbound Ramps*
13. Bowers Avenue and US 101 Southbound Ramps*
14. Lafayette Street and Calle De Luna
15. Calle de Sol and Tasman Drive
16. Lick Mill Boulevard and Tasman Drive

Unsignalized Study Intersections

17. America Center Drive and America Center Court (unsignalized)
18. Lafayette Street and Great America Way (unsignalized)

* CMP Designated Intersection

Study Freeway Segments

1. Eastbound SR 237 between N. Fair Oaks Avenue and Lawrence Expressway
2. Eastbound SR 237 between Lawrence Expressway and Great America Parkway
3. Eastbound SR 237 between Great America Parkway and North First Street
4. Eastbound SR 237 between North First Street and Zanker Road
5. Eastbound SR 237 between Zanker Road and McCarthy Boulevard
6. Eastbound SR 237 between McCarthy Boulevard and I-880
7. Westbound SR 237 between I-880 and McCarthy Boulevard
8. Westbound SR 237 between McCarthy Boulevard and Zanker Road
9. Westbound SR 237 between Zanker Road and North First Street
10. Westbound SR 237 between North First Street and Great America Parkway
11. Westbound SR 237 between Great America Parkway and Lawrence Expressway
12. Westbound SR 237 between Lawrence Expressway and N. Fair Oaks Avenue

The study also includes a site access operations analysis that includes signal warrant analysis at the America Center Court and America Center Drive.

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose, the 2014 CMP Annual Monitoring Report, and previously completed traffic studies in the project area.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

Scenario 3: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Traffic volumes for approved projects within the City of Santa Clara also were included. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 4: *Background Plus Project Conditions.* Projected peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative Conditions.* Cumulative conditions represent future traffic volumes on the future transportation network. Cumulative conditions include traffic growth projected to occur due to the approved development projects, the proposed project, and other proposed but not yet approved (pending) development projects in the study area.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the Cities of San Jose and Santa Clara, the CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- average speeds on freeway segments
- a list of approved and planned projects
- approved trip inventory

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

Signalized study intersections are subject to the local municipalities' Level of Service standards. The Cities of San Jose and Santa Clara level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average control delay time for all vehicles at the intersection.

Since TRAFFIX is also the CMP-designated intersections level of service methodology, the Cities' methodologies employ the CMP defaults values for the analysis parameters. Each of the Cities' level of service standard for signalized intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 2000,(Washington, D.C., 2000)*

CMP Signalized Intersections

Since TRAFFIX is the designated level of service methodology for both the CMP and the Cities of San Jose and Santa Clara, the CMP study intersections are not analyzed separately, but rather are among the signalized intersections analyzed using TRAFFIX. The only difference between the Cities' and CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better.

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / (N*S)
Where:
D = density, in vehicles per mile per lane (vpmpl)
V = peak hour volume, in vehicles per hour (vph)
N = number of travel lanes
S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Level of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Source: Transportation Research Board, 2000 Highway Capacity Manual.(Washington, D.C., 2000)

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and the resulting traffic conditions expected under Existing plus Project conditions. Chapter 4 presents the intersection levels of service under background conditions with the addition of traffic from approved development projects. Chapter 5 presents traffic conditions and potential project impacts and recommended mitigation measures under background plus project conditions. Chapter 6 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved. Chapter 7 presents the analysis of other transportation related issues, including site access and on-site circulation, and parking. Chapter 8 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections and freeway segments in the study area.

Existing Roadway Network

Regional access to the project site is provided via SR 237. Local access to the site is provided by Great America Parkway, America Center Drive, America Center Court, Great America Way, Tasman Drive, Lafayette Street, Gold Street Connector and Gold Street. These facilities are described below.

SR 237 is a six-lane freeway and extends in an east/west direction between Sunnyvale and Milpitas, providing access to I-880 and US 101. Two of the six lanes (one in each direction) are designated as HOV/Toll lanes between Zanker Road and US 101. There are toll lanes (one in each direction) provided between Zanker Road and I-880. Access to the project site is provided via its interchange with Great America Parkway.

Great America Parkway is a north-south thoroughfare that begins at US 101 and extends northward to SR 237. Full interchanges are located at both US 101 and SR 237. Great America Parkway is primarily a six-lane roadway, with an additional northbound lane between Tasman Drive and US 101. Great America Parkway provides access to and from the project site via America Center Drive.

America Center Drive is a private, two-lane north/south roadway that extends from the northern terminus of Great America Parkway into the America Center development. America Center Drive provides access to the project site via its intersection with a minor perimeter roadway that runs along the south side of the proposed Building 5 and the America center office surface parking lots.

America Center Court is a private, two-lane roadway that extends from America Center Drive to the railroad track, where it turns 90 degrees and continues to the northern boundary of the project site. America Center Court provides direct access to the proposed Building 5.

Great America Way is an east/west roadway that runs between Great America Parkway and Lafayette Street. The roadway is a four-lane facility with two-way left-turn lane.

Tasman Drive is a divided four-lane east-west roadway that runs from Fair Oaks in Sunnyvale to I-880 in Milpitas. The VTA Mountain View-Winchester Light Rail Line runs within the median of Tasman Drive between Fair Oaks Avenue in Sunnyvale and I-880 in Milpitas. Tasman Drive provides access to the project site via Lafayette Street and Great America Parkway.

Lafayette Street is a divided four-lane north-south roadway that runs from Central Expressway to SR 237. Lafayette Street changes to an undivided four-lane roadway south of Central Expressway. Lafayette Street provides access to and from the project site via the Gold Street Connector.

Gold Street Connector is a two-lane east-west roadway that runs between Great America Parkway and Gold Street.

Gold Street is a north/south two-lane roadway that extends from the northern terminus of Lafayette Street to Elizabeth Street in Alviso.

Existing Bicycle and Pedestrian Facilities

There are several bike lanes and bike paths in the vicinity of the project site. Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. Bicycle facilities in the project area consist of the following:

- Great America Parkway has bike lanes south of Great America Way to Chromite Drive.
- There are bike paths adjacent to the Guadalupe River and San Tomas Aquino Creek.
- The Guadalupe River Trail extends from south San Jose to Gold Street in Alviso.
- A bike path runs along San Tomas Aquino Creek and extends from Benton Street in Santa Clara to Great America Parkway and Sunnyvale Baylands Park.
- A bike path also is provided along the south side of SR 237 between North First Street and Lafayette Street and along north side of SR 237, Bay Trail, between Lafayette Street and East Caribbean Drive.

In addition, it is important to note California Vehicle Code CVC21200 states that a person riding a bicycle has all the rights and is subject to all the provisions applicable to motor vehicles. Therefore, bicyclists are permitted on virtually all public streets. The existing bicycle facilities within the study area are shown on Figure 3.

There are sidewalks along virtually all previously described local roadways in the study area, with a few exceptions, as well as the aforementioned bike/pedestrian paths. Within the study area, there are no sidewalks along the following roadways:

America Center Drive (private street) – There are no sidewalks on the east side of America Center Drive along the proposed Building 5 frontage, and either side of America Center Drive between the Gold Street Connector and the Building 5 frontage. Sidewalks are provided along both sides of America Center Drive north of the Building 5 frontage. There is an unpaved walkway provided along the west side of America Center Drive between the America Center office buildings and the Gold Street Connector.

America Center Court (private street) - There are no sidewalks provided along either side of America Center Court.

Gold Street Connector – Sidewalks are not provided along either side of the Gold Street Connector. However, a bike path is provided along the south side of the Gold Street Connector between Lafayette Street and Great America Parkway.

Lafayette Street - No sidewalks are present along either side of Lafayette Street between Great America Way and Calle De Luna.

Existing Transit Service

Existing transit service to the study area is provided by the VTA and ACE. Regional transit is provided by Caltrain and ACE. The existing transit services are described below and shown on Figure 4.

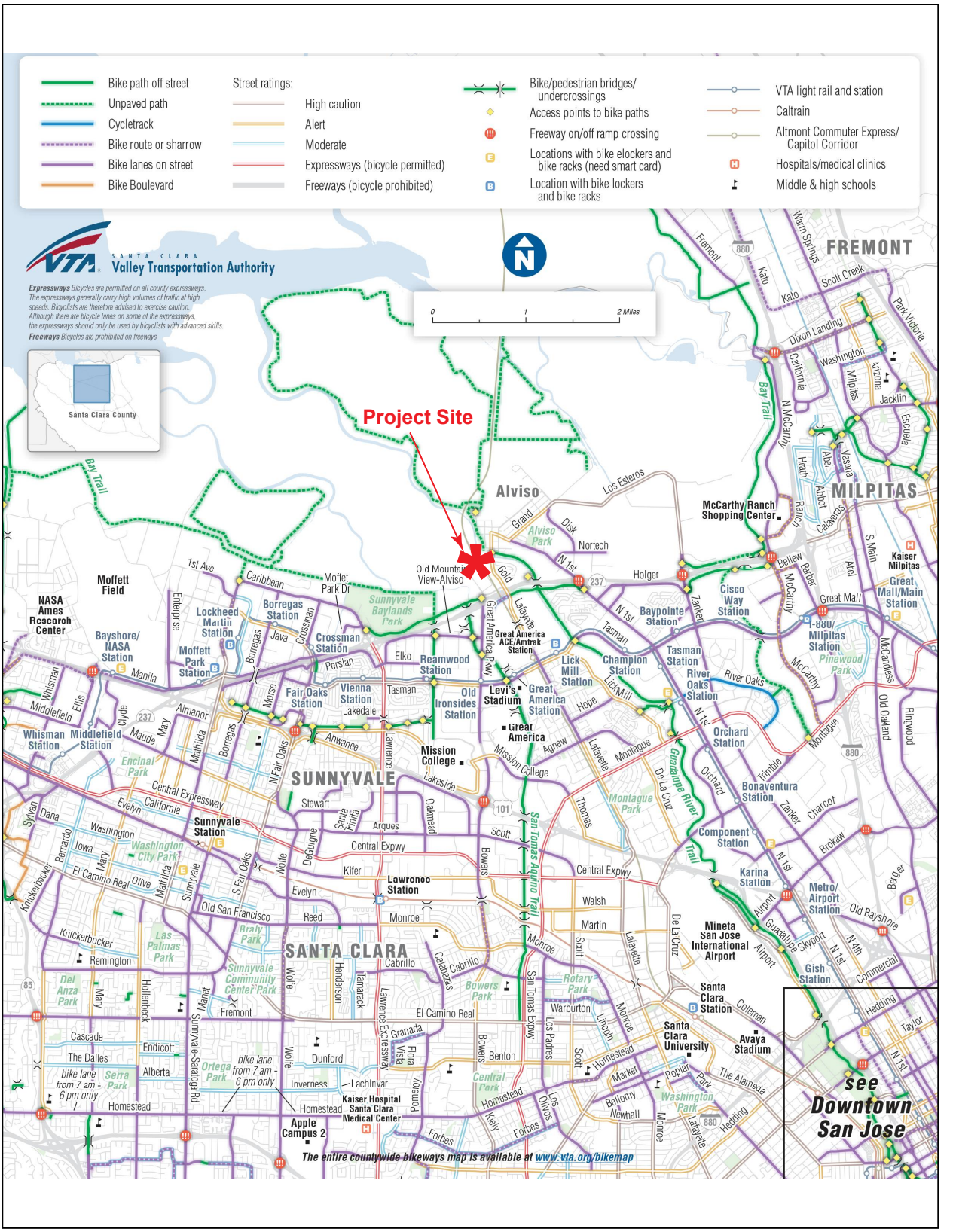

Figure 3
Existing Bicycle Facilities

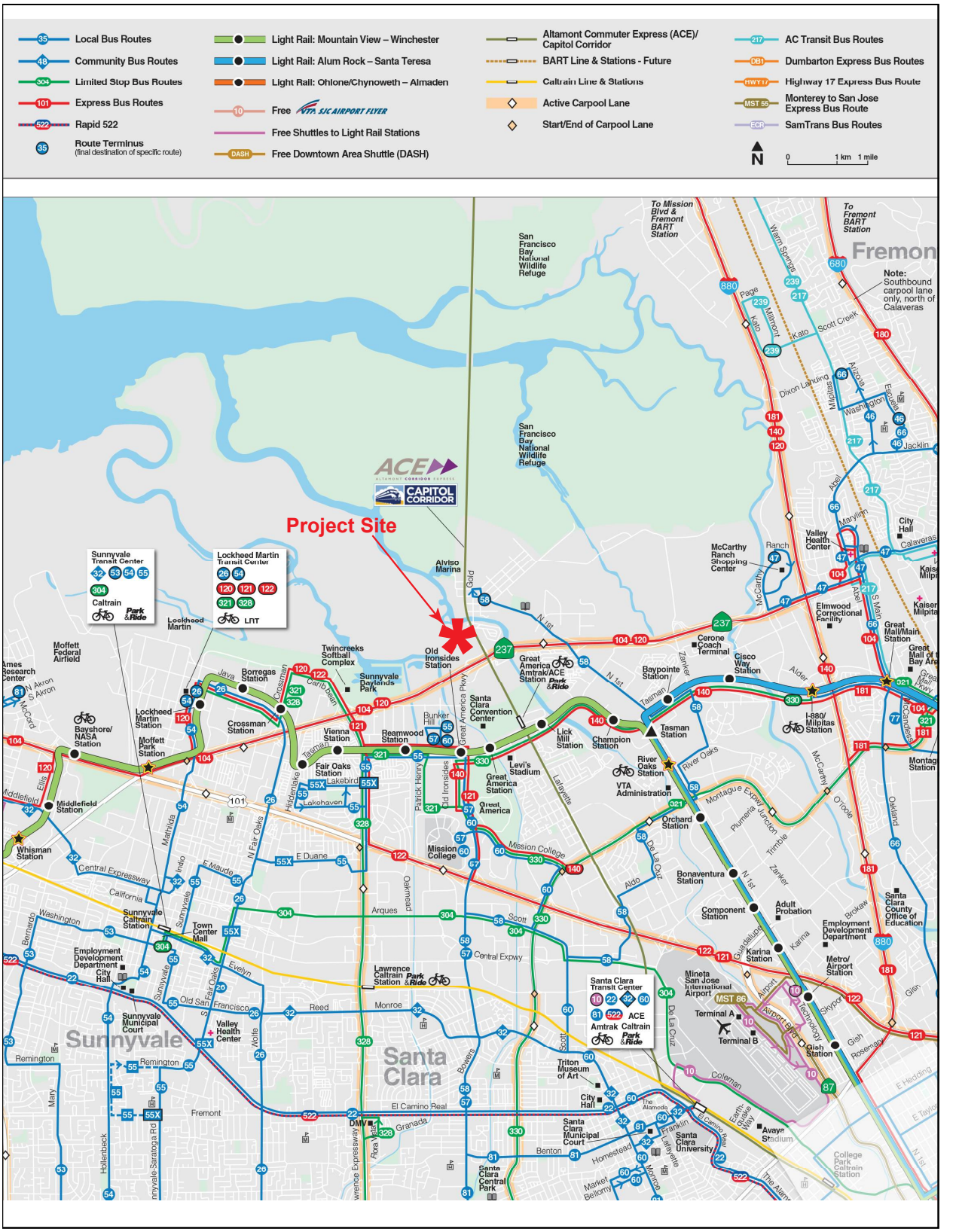

Figure 4
Existing Transit Service

Bus Service

Existing bus service within the study area is provided by the VTA. However, the project site is not directly served by any transit services other than the ACE Shuttle. The nearest bus stops are located along Gold Street near its intersection with Taylor Street that is located approximately one mile from the project site and at the intersection of Tasman Drive and Old Ironsides Drive located approximately 1.5 miles from the project site.

Local Route 55 operates on Tasman Drive in the study area. It runs between De Anza College in Cupertino and Old Ironsides Drive and Tasman Drive (Great America) in Santa Clara. Route 55 runs between 5:30 AM and 11:00 PM with 15 to 30-minute headways during the AM and PM peak hours.

Local Route 57 operates on Great America Parkway in the study area. It runs between West Valley College in Saratoga and Old Ironsides Drive and Tasman Drive (Great America) in Santa Clara. Route 57 runs between 5:45 AM and 11:00 PM with 30-minute headways during the AM and PM peak hours.

Local Route 58 provides service between West Valley College and Alviso via North First Street. Route 58 operates between 6:00 AM and 8:15 PM along North First Street in the project study area, with 30-minute headways during the weekday peak commute hours. The nearest bus stop for Route 58 is situated near the intersection of Gold Street and Taylor Street.

Local Route 60 operates on Great America Parkway in the study area. It runs between the Winchester Transit Center in Campbell and Old Ironsides Drive and Tasman Drive (Great America) in Santa Clara. Route 60 runs between 5:30 AM and 11:00 PM with 15- to 30-minute headways during the AM and PM peak hours.

Express Bus Route 121 is an express bus (limited stops) with a scheduled stop at Old Ironsides and Tasman. It runs between the Gilroy Transit Center and the Lockheed Martin Transit Center. Express Route 121 provides service on weekdays only and runs in the northbound direction in the morning (between 4:30 and 9:20 AM) and in the southbound direction in the evening (between 3:00 and 7:40 PM) with 30- to 60-minute headways.

Express Bus Route 140 is an express bus (limited stops) with a scheduled stop at Old Ironsides and Tasman. It provides service between the Fremont BART station and Mission College. Express Route 140 operates on weekdays only and runs in the southbound direction during the AM commute period (between 7:10 and 9:50 AM) and northbound during the PM commute period (between 4:20 and 7:10 PM) with approximately 50-minute headways.

Limited Stop Route 321 provides service between Great Mall/Main Transit Center in Milpitas and Lockheed Martin Moffett Industrial Park in Sunnyvale. The nearest stop is at Patrick Henry and Democracy Way. It provides service on weekdays only with one run each direction: westbound run at 8:10 AM at the Great Mall Transit Center and eastbound at 5:50 PM at the Lockheed Martin Transit Center. Route 321 observes all limited stops along its route in the study area.

Limited Stop Route 330 operates on Tasman Drive on its route between Almaden Expressway and Camden and the I-880/Milpitas Light Rail Station on Tasman Drive at Alder Drive. It operates northbound with 30-minute headways during the AM peak hours and southbound with 30 to 55 minute headways during the PM peak hours. Route 330 observes all limited stops along its route in the study area.

ACE

The Altamont Commuter Express (ACE) provides commuter rail service between the Central Valley and Silicon Valley. ACE serves the Great America Transit Station located along Stars and Stripes Boulevard. Four trains are in operation during weekday commuting hours. Shuttle service from the station to employment centers, including the America Center development, are provided by eight ACE shuttles.

ACE Green Shuttle (823) operates on Tasman Drive and Great America Parkway between its route from the Great America ACE Station and the America Center campus. There are scheduled stops at the

Convention Center and Old Ironsides LRT Stations along Tasman Drive, which also provides connections to other VTA bus lines. It provides service on weekdays only with 4 runs in the westbound direction in the morning (between 6:16 and 9:21 AM) and 4 runs in the eastbound direction in the evening (between 3:24 and 6:39 PM).

Light Rail Transit (LRT) Service

Light Rail Transit (LRT) service is provided in the project area by VTA. The nearest LRT station, the Old Ironsides LRT Station, is located along Tasman Drive at Old Ironsides Drive approximately 1.5 miles south of the project site, and serves one LRT line, Mountain View to Winchester. The Mountain View – Winchester Line LRT line, operates from 4:45 AM to 12:45 AM) with 10-15-minute headways during peak commute and midday hours. The Mountain View – Winchester Line provides service between downtown Mountain View and Campbell/Los Gatos via downtown San Jose.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the City of San Jose, the 2014 CMP Annual Monitoring Report, and previously completed traffic studies. The existing peak-hour intersection volumes are shown on Figure 6. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix C.

Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 3. The results of the level of service analysis show that, measured against the applicable municipal and CMP standards, all of the study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic. The intersection level of service calculation sheets are included in Appendix D.

Existing Freeway Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2014 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the analysis are summarized in Table 4. The results show that seven of the 12 directional study freeway segments currently operate at unacceptable LOS F conditions during at least one peak hour of traffic. The results also show that one of the directional HOV lane segments analyzed currently operate at unacceptable LOS F conditions during at least one of the peak hours.

Mixed-Flow Lane Segment Unacceptable LOS F:

1. Eastbound SR 237 between N. Fair Oaks Avenue and Lawrence Expressway (PM Peak Hour)
2. Eastbound SR 237 between Lawrence Expressway and Great America Parkway (PM Peak Hour)
3. Eastbound SR 237 between Great America Parkway and North First Street (PM Peak Hour)
4. Eastbound SR 237 between North First Street and Zanker Road (PM Peak Hour)
6. Eastbound SR 237 between McCarthy Boulevard and I-880 (PM Peak Hour)
7. Westbound SR 237 between I-880 and McCarthy Boulevard (AM Peak Hour)
8. Westbound SR 237 between McCarthy Boulevard and Zanker Road (AM & PM Peak Hours)

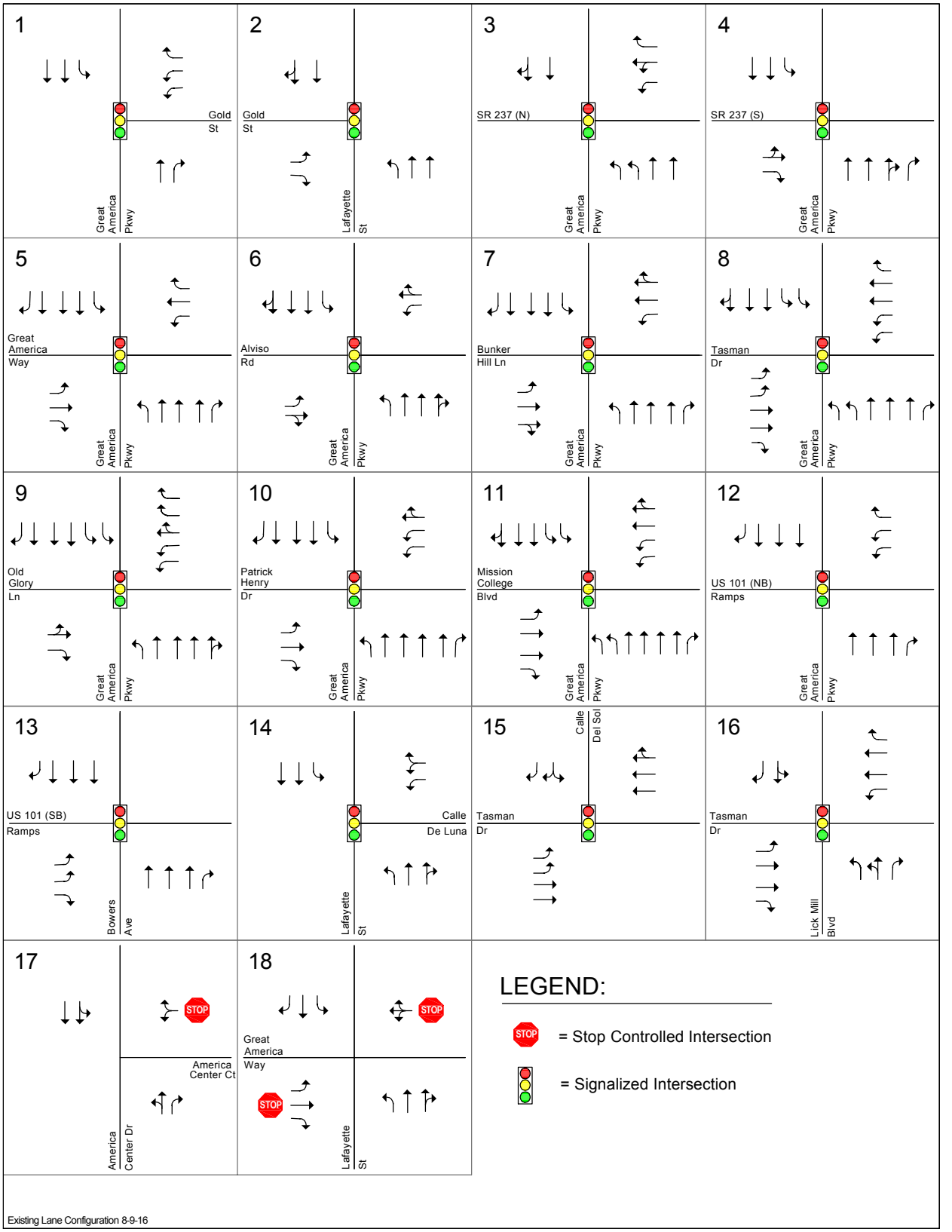

Figure 5
Existing Lane Configurations

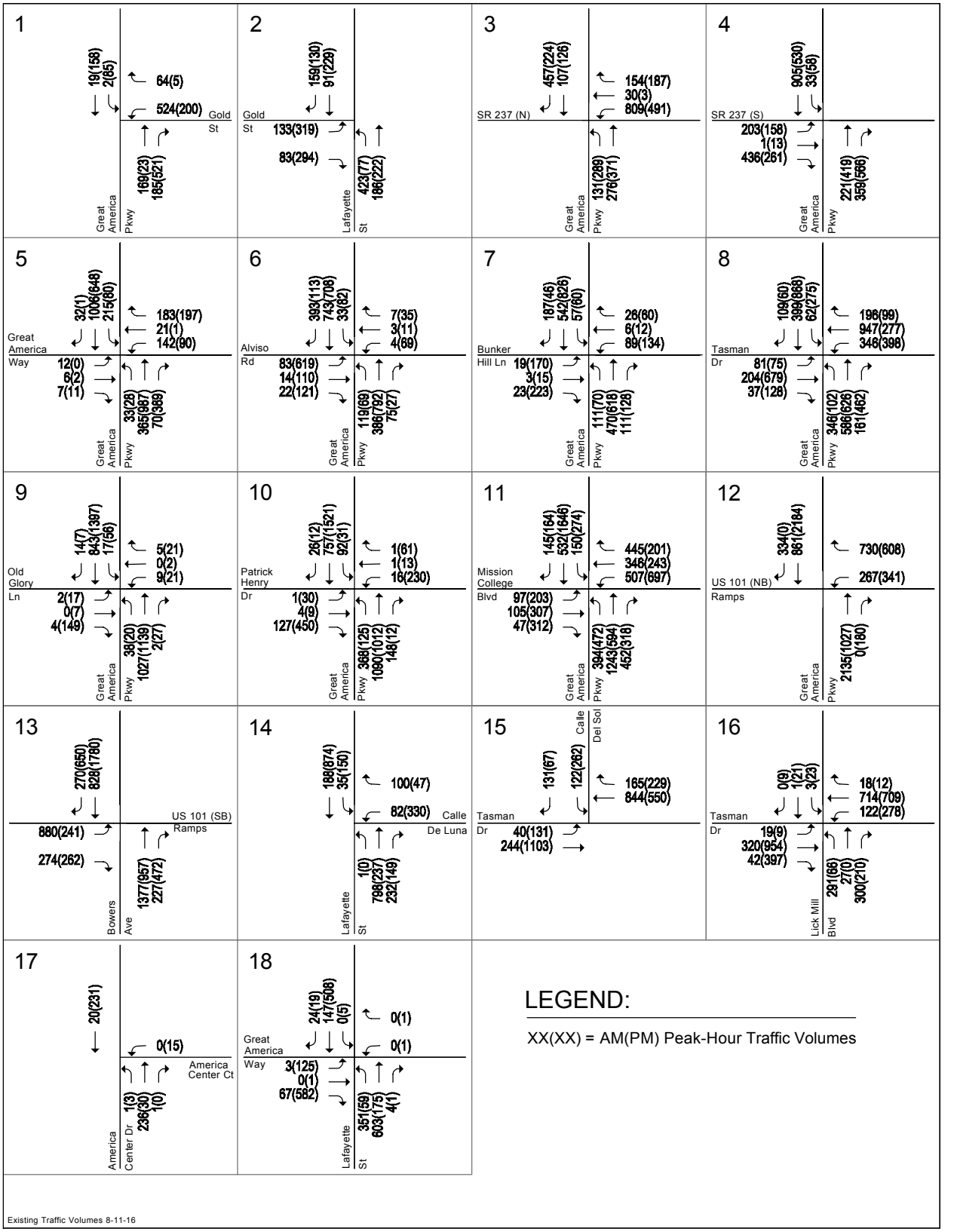

Figure 6
Existing Traffic Volumes

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	Great America Parkway and Gold Street	San Jose	D	AM	01/28/15	15.0	B
				PM	01/28/15	13.5	B
2	Lafayette Street and Gold Street Connector	San Jose	D	AM	01/28/15	15.0	B
				PM	01/28/15	14.5	B
3	Great America Parkway and SR-237 (N) *	San Jose	D	AM	01/26/16	18.2	B
				PM	09/11/14	17.4	B
4	Great America Parkway and SR-237 (S) *	San Jose	D	AM	01/26/16	13.3	B
				PM	09/11/14	11.9	B
5	Great America Parkway and Great America Way	Santa Clara	D	AM	01/26/16	21.5	C
				PM	01/26/16	18.1	B
6	Great America Parkway and Alviso Road	Santa Clara	D	AM	01/26/16	16.5	B
				PM	01/26/16	33.6	C
7	Great America Parkway and Bunker Hill Lane	Santa Clara	D	AM	01/26/16	13.4	B
				PM	01/26/16	15.1	B
8	Great America Parkway and Tasman Drive *	Santa Clara	E	AM	10/27/15	26.6	C
				PM	09/16/14	28.7	C
9	Great America Parkway and Old Glory Lane	Santa Clara	D	AM	01/26/16	10.4	B
				PM	01/26/16	10.8	B
10	Great America Parkway and Patrick Henry Drive	Santa Clara	D	AM	01/26/16	21.2	C
				PM	01/26/16	25.5	C
11	Great America Parkway and Mission College Boulevard *	Santa Clara	E	AM	10/29/15	39.3	D
				PM	09/17/14	49.2	D
12	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	E	AM	01/26/16	7.4	A
				PM	09/30/14	9.0	A
13	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	E	AM	01/26/16	21.2	C
				PM	09/30/14	7.3	A
14	Lafayette Street and Calle De Luna	Santa Clara	D	AM	08/12/14	14.8	B
				PM	08/12/14	18.8	B
15	Calle Del Sol and Tasman Drive	Santa Clara	D	AM	08/12/14	15.7	B
				PM	08/12/14	18.9	B
16	Lick Mill Boulevard and Tasman Drive	Santa Clara	D	AM	08/12/14	32.2	C
				PM	08/12/14	28.2	C

* Denotes CMP Intersections

Table 4
Existing Freeway Segment Levels of Service

					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density	LOS
1	SR 237	between N. Fair Oaks Avenue and Lawrence Expressway	EB	AM	64	2	4,100	32	D	67	1	810	12	B
			EB	PM	15	2	2,880	**96**	**F**	70	1	2,310	33	D
2	SR 237	between Lawrence Expressway and Great America Parkway	EB	AM	62	2	4,340	35	D	67	1	1,080	16	B
			EB	PM	14	2	2,800	**100**	**F**	40	1	2,320	58	E
3	SR 237	between Great America Parkway and North First Street	EB	AM	47	2	4,330	46	D	67	1	940	14	B
			EB	PM	18	2	3,170	**88**	**F**	40	1	2,200	55	E
4	SR 237	between North First Street and Zanker Road	EB	AM	47	2	4,330	46	D	66	1	1,260	19	C
			EB	PM	23	2	3,500	**76**	**F**	40	1	2,160	54	E
5	SR 237	between Zanker Road and McCarthy Boulevard	EB	AM	62	2	4,340	35	D	67	1	940	14	B
			EB	PM	38	2	4,110	54	E	70	1	2,030	29	D
6	SR 237	between McCarthy Boulevard and I-880	EB	AM	66	2	2,590	20	C	67	1	740	11	A
			EB	PM	7	2	1,910	**136**	**F**	70	1	2,170	31	D
7	SR 237	between I-880 and McCarthy Boulevard	WB	AM	7	2	1,850	**132**	**F**	27	1	1,840	**68**	**F**
			WB	PM	66	2	3,300	25	C	70	1	490	7	A
8	SR 237	between McCarthy Boulevard and Zanker Road	WB	AM	10	2	2,810	**141**	**F**	40	1	2,080	52	E
			WB	PM	43	2	5,060	**59**	**F**	70	1	490	7	A
9	SR 237	between Zanker Road and North First Street	WB	AM	37	2	4,070	55	E	61	1	2,200	36	D
			WB	PM	43	2	4,220	49	E	70	1	1,540	22	C
10	SR 237	between North First Street and Great America Parkway	WB	AM	45	2	4,320	48	E	64	1	2,050	32	D
			WB	PM	50	2	4,400	44	D	70	1	980	14	B
11	SR 237	between Great America Parkway and Lawrence Expressway	WB	AM	55	2	4,400	40	D	66	1	1,460	22	C
			WB	PM	64	2	4,100	32	D	70	1	1,120	16	B
12	SR 237	between Lawrence Expressway and N. Fair Oaks Avenue	WB	AM	41	2	4,190	51	E	63	1	2,150	34	D
			WB	PM	65	2	3,900	30	D	70	1	1,330	19	C

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.

HOV Lane Segment Unacceptable LOS F:

7. Westbound SR 237 between I-880 and McCarthy Boulevard (AM Peak Hour)

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Field observations revealed the following operational problems that may not be reflected in level of service calculations:

Ramp metering on the eastbound SR 237 on-ramp from Great America Parkway causes vehicular queues to extend from the ramp back onto northbound Great America Parkway. However, the queue of vehicles does not disrupt traffic flow along Great America Parkway.

3.
Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. Existing plus project traffic conditions could potentially exist if the project was constructed and occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. Existing plus project conditions also does not include any planned and funded roadway improvements that have not been constructed.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

Project Description

The proposed project consists of a Planned Development rezoning that would allow the construction of up to 216,350 sf additional office uses on the site. The evaluation of existing plus project conditions requires the analysis of the entire proposed project against existing traffic conditions. Therefore, a trip credit due to the remaining entitlement of the approved 32,238 sf of office/R&D space is not applied and the entire proposed 216,350 sf of office space is evaluated under existing plus project conditions. The 6,000 sf of proposed amenity space within the parking garage is not counted toward project trip generation as it would serve the proposed use and is not anticipated to generate additional vehicle trips.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

Based on the ITE trip generation rates, it is estimated that the proposed 216,350 sf of office building uses would generate 2,386 daily trips, with 338 trips (297 inbound and 41 outbound) occurring during the AM peak hour and 322 trips (55 inbound and 267 outbound) occurring during the PM peak hour. The project trip generation estimates are presented below in Table 5.

Trip Distribution

Peak hour project traffic was distributed to the transportation network based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7.

Trip Assignment

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern discussed above. Figure 8 shows the gross trip assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix C.

Existing Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 9. Traffic volumes for all components of traffic are tabulated in Appendix C.

Existing Plus Project Intersection Analysis

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 6. The results of the level of service analysis show that, measured against the applicable municipal and CMP standards, all of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours under existing plus project conditions.

The level of service calculation sheets are included in Appendix D.

Table 5
Existing Plus Project Trip Generation Estimates

Land Use	Size	Daily		AM Peak-Hour						PM Peak-Hour					
				Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use															
General Office Building (ITE Land Use Code 710)[1]	216,350 s.f.	11.03	2,386	1.56	88%	12%	297	41	338	1.49	17%	83%	55	267	322

Notes:
[1]The average trip generation rate from the ITE Trip Generation Manual (9th Edition, 2012) was used.
The 6,000 sf of proposed amenity space within the parking garage is not counted toward project trip generation as it would serve the proposed use and is not anticipated to generate additional vehicle trips.

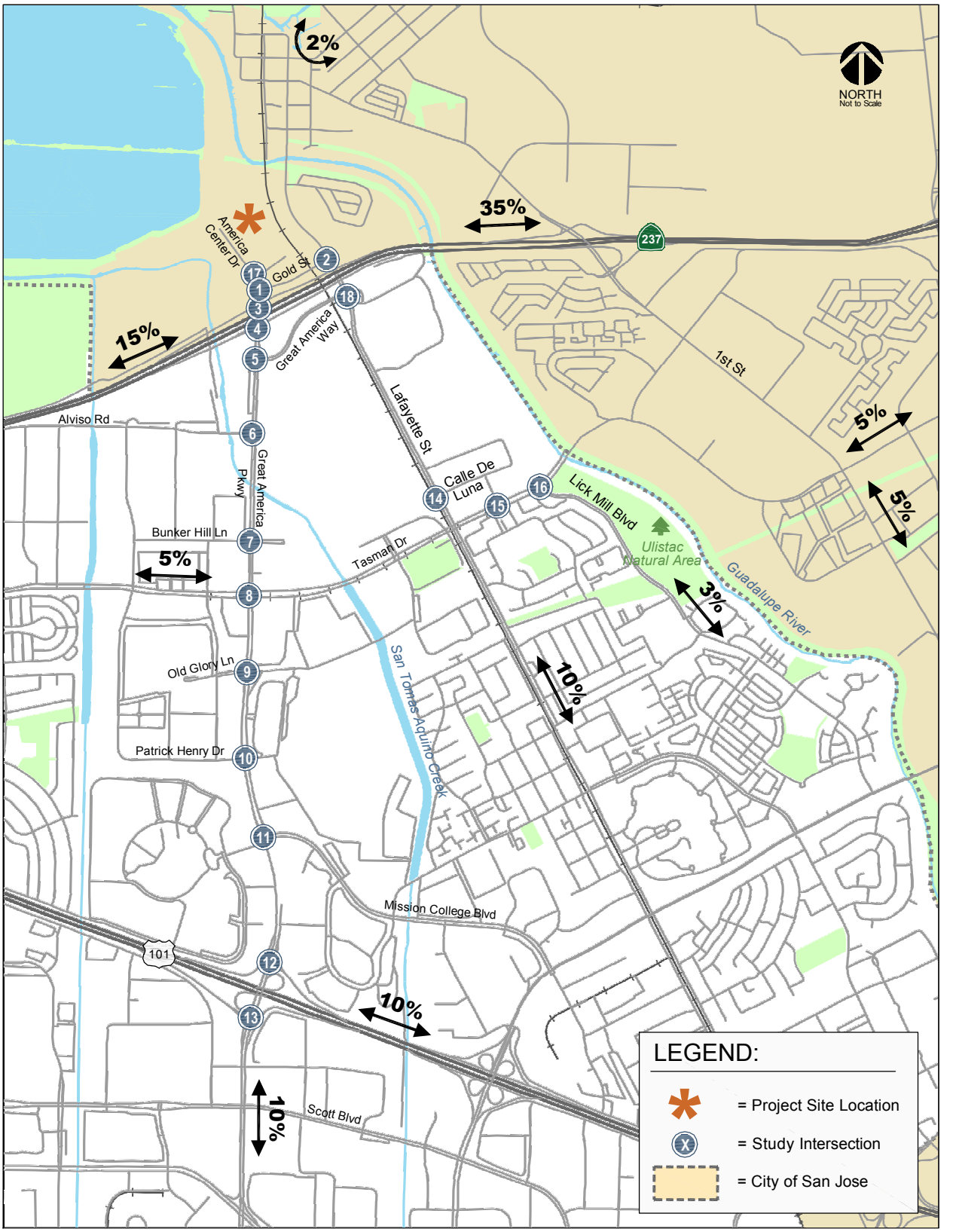

Figure 7
Gross Project Trip Assignment

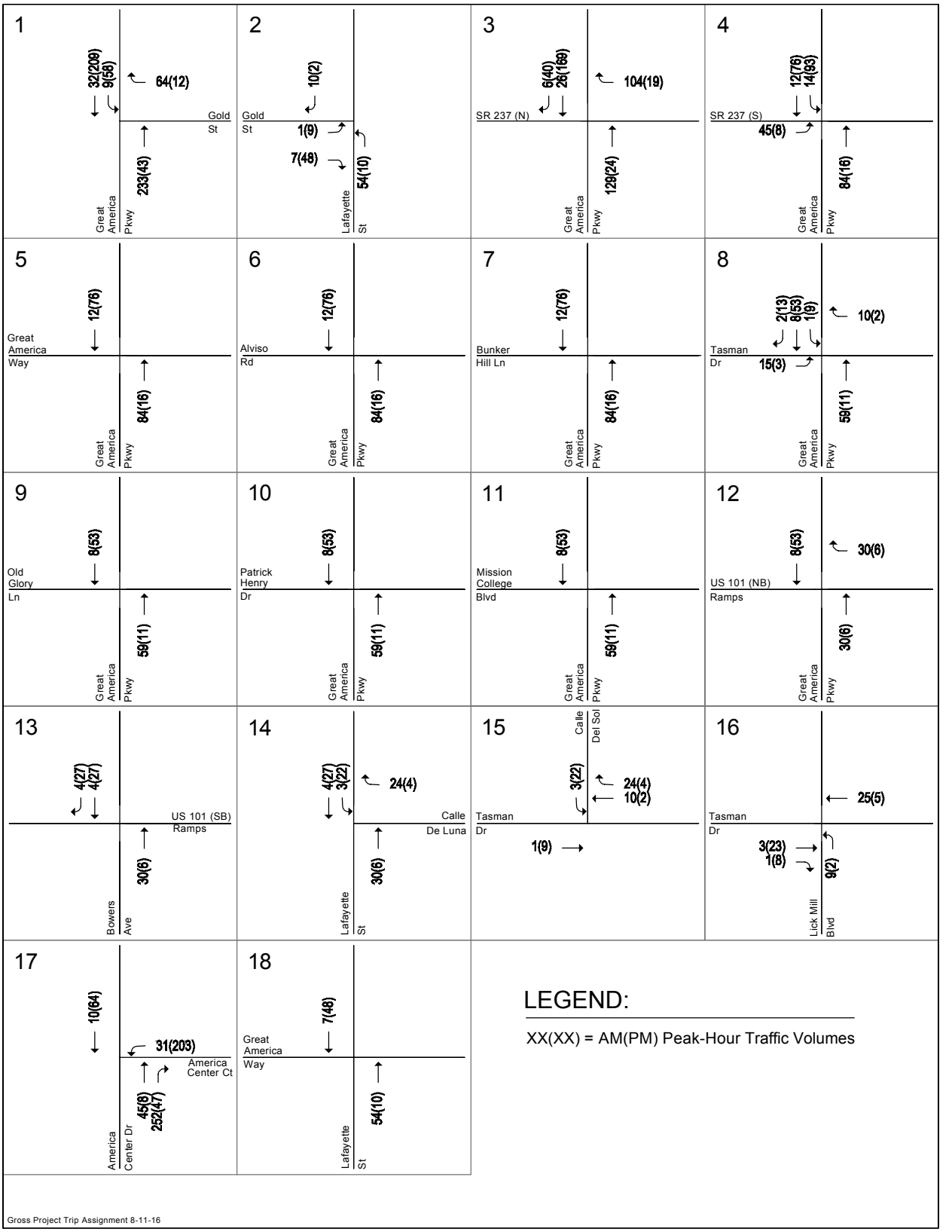

Figure 8
Gross Project Trip Assignment

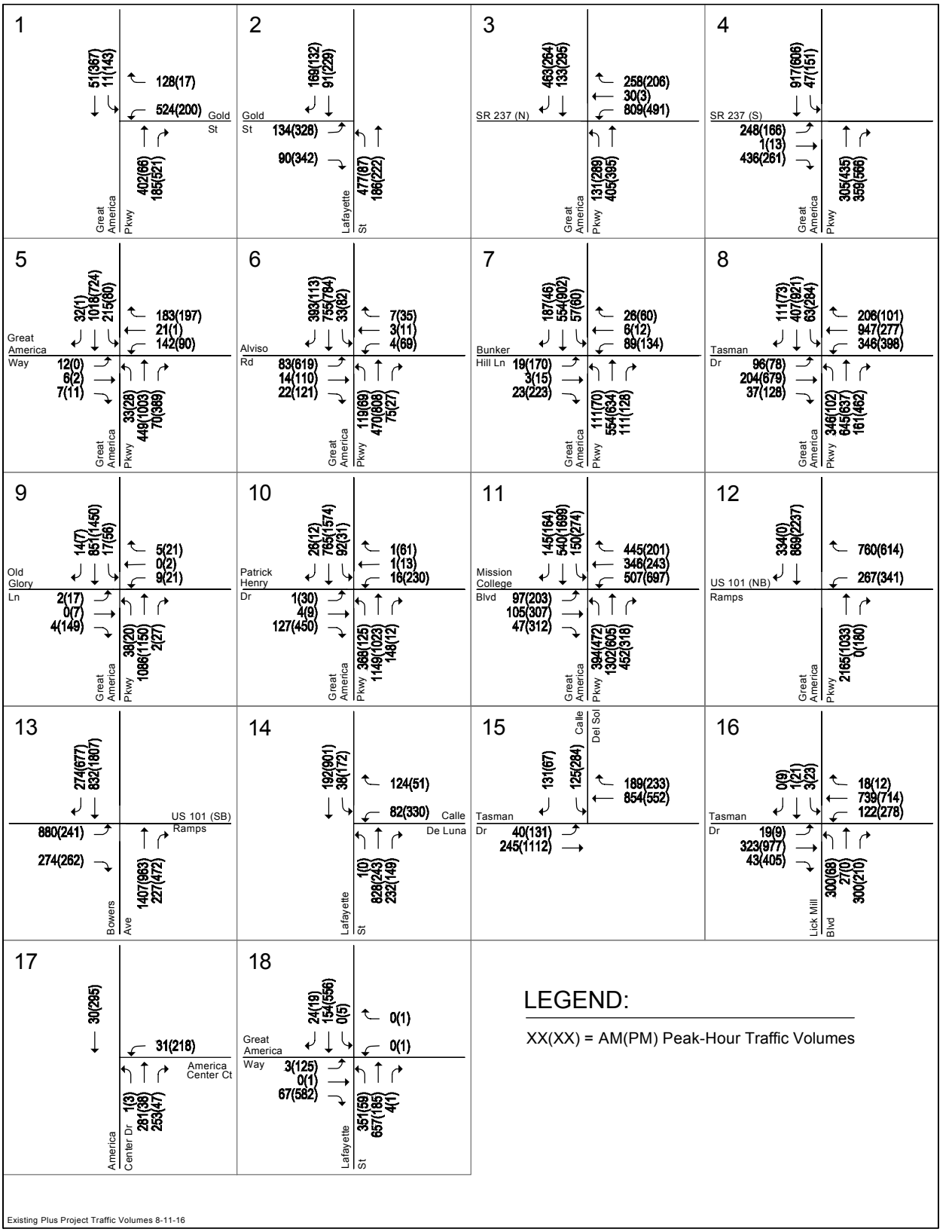

Figure 9
Existing Plus Project Traffic Volumes

Table 6
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C
1	Great America Parkway and Gold Street	San Jose	D	AM	15.0	B	16.4	B	3.4	0.126
				PM	13.5	B	13.1	B	2.1	0.038
2	Lafayette Street and Gold Street Connector	San Jose	D	AM	15.0	B	15.2	B	0.1	0.043
				PM	14.5	B	14.6	B	0.3	0.023
3	Great America Parkway and SR-237 (N) *	San Jose	D	AM	18.2	B	17.8	B	0.0	0.004
				PM	17.4	B	17.7	B	-0.1	0.026
4	Great America Parkway and SR-237 (S) *	San Jose	D	AM	13.3	B	14.8	B	1.3	0.032
				PM	11.9	B	14.2	B	4.0	0.065
5	Great America Parkway and Great America Way	Santa Clara	D	AM	21.5	C	21.8	C	-0.1	0.002
				PM	18.1	B	17.9	B	-0.1	0.003
6	Great America Parkway and Alviso Road	Santa Clara	D	AM	16.5	B	16.6	B	0.0	0.000
				PM	33.6	C	33.6	C	1.8	0.008
7	Great America Parkway and Bunker Hill Lane	Santa Clara	D	AM	13.4	B	13.4	B	0.0	0.000
				PM	15.1	B	14.9	B	-0.3	0.016
8	Great America Parkway and Tasman Drive *	Santa Clara	E	AM	26.6	C	26.8	C	0.2	0.008
				PM	28.7	C	28.7	C	0.1	0.014
9	Great America Parkway and Old Glory Lane	Santa Clara	D	AM	10.4	B	10.5	B	0.0	0.002
				PM	10.8	B	10.7	B	0.1	0.011
10	Great America Parkway and Patrick Henry Drive	Santa Clara	D	AM	21.2	C	21.0	C	0.0	0.002
				PM	25.5	C	25.5	C	0.1	0.011
11	Great America Parkway and Mission College Boulevard *	Santa Clara	E	AM	39.3	D	39.4	D	0.1	0.002
				PM	49.2	D	49.5	D	0.5	0.010
12	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	E	AM	7.4	A	7.3	A	-0.1	0.006
				PM	9.0	A	8.9	A	-0.1	0.010
13	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	E	AM	21.2	C	21.1	C	0.0	0.006
				PM	7.3	A	7.2	A	-0.1	0.005
14	Lafayette Street and Calle De Luna	Santa Clara	D	AM	14.8	B	16.1	B	1.3	0.012
				PM	18.8	B	19.1	B	0.0	0.010
15	Calle Del Sol and Tasman Drive	Santa Clara	D	AM	15.7	B	15.6	B	-0.1	0.009
				PM	18.9	B	19.5	B	0.7	0.016
16	Lick Mill Boulevard and Tasman Drive	Santa Clara	D	AM	32.2	C	32.1	C	-0.2	0.007
				PM	28.2	C	28.2	C	-0.1	0.007

* Denotes CMP Intersections

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. It describes the planned transportation system, the procedure used to determine background traffic volumes, and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network with the exception of the following improvements. The improvements were identified as mitigation measures to be completed by the City of Santa Clara Capital Improvement Program (CIP) or other approved development projects in the study area.

Great America Parkway and Mission College Boulevard – Addition of a third westbound left-turn lane, fourth southbound through lane, third northbound left-turn lane, and separate westbound right-turn lane. (CIP)

Great America Parkway and Tasman Drive – Addition of a second northbound left-turn lane (Yahoo!)

Great America Parkway and Old Glory Lane – Addition of a separate southbound right-turn lane (CityPlace)

Great America Parkway and Patrick Henry Drive – Addition of a second northbound left-turn lane and eastbound free-right-turn lane. The eastbound right-turn lane includes the addition of a fourth southbound lane on Great America Parkway between Patrick Henry Drive and Mission College Boulevard. (Yahoo!)

Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. Traffic generated by approved projects within the City of Santa Clara also were included in the background traffic volumes.

Background traffic volumes are shown on Figure 10. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix C. The ATI is contained in Appendix B.

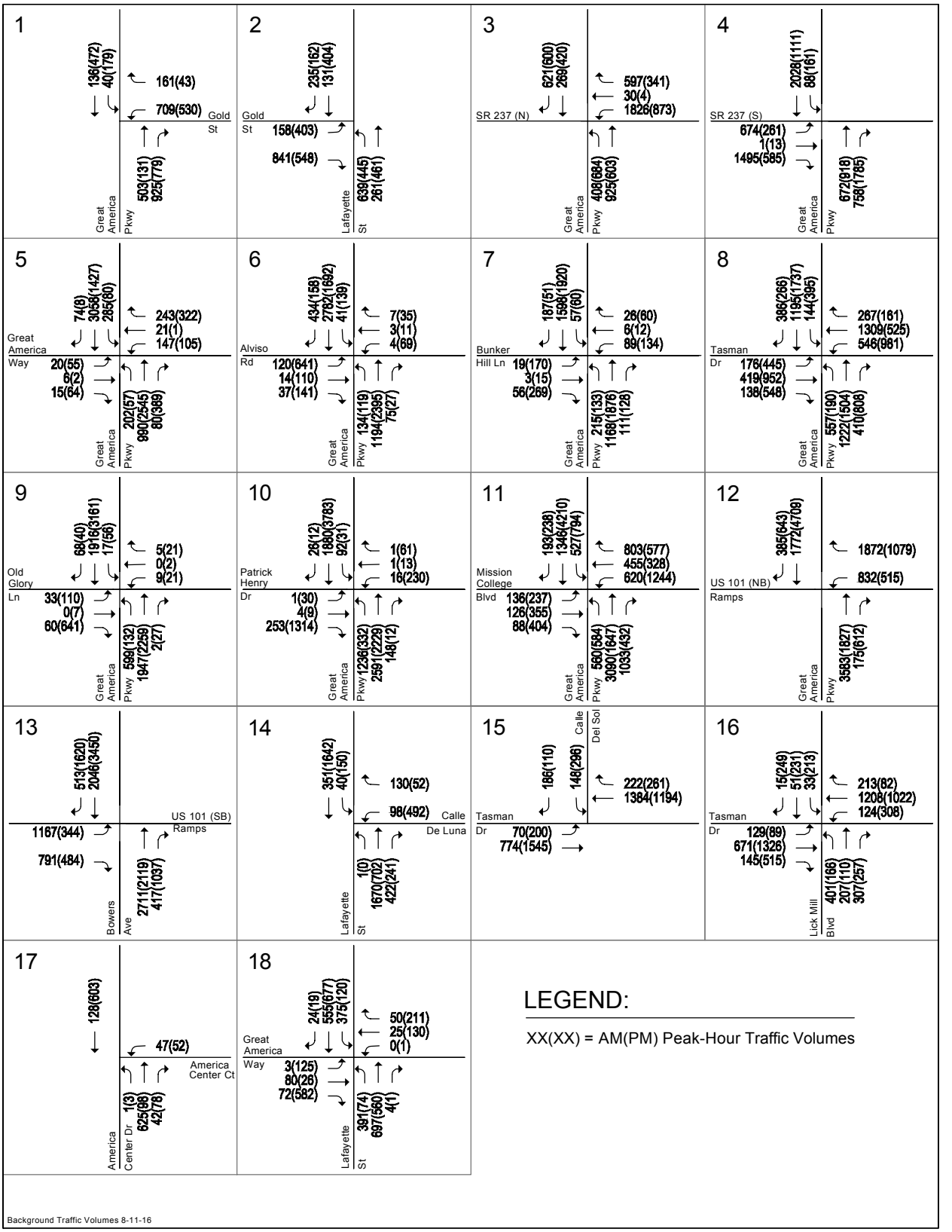

Figure 10
Background Traffic Volumes

Intersection Levels of Service Under Background Conditions

The results of the intersection level of service analysis under background conditions are summarized in Table 7. The results show that, measured against the applicable municipal and CMP level of service standards, the following five intersections are projected to operate at an unacceptable LOS during at least one peak hour under background conditions:

City of San Jose Study Intersections

2. Lafayette Street and Gold Street Connector (AM Peak Hour)
3. Great America Parkway and SR 237 (N)* (AM Peak Hour)

City of Santa Clara Study Intersections

6. Great America Parkway and Alviso Road (AM & PM Peak Hours)
11. Great America Parkway and Mission College Boulevard* (PM Peak Hour)
16. Lick Mill Boulevard and Tasman Drive (PM Peak Hour)

* Denotes CMP Intersection

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The intersection level of service calculation sheets are included in Appendix D.

Table 7
Background Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	Great America Parkway and Gold Street	San Jose	D	AM	15.0	B	32.2	C
				PM	13.5	B	22.2	C
2	Lafayette Street and Gold Street Connector	San Jose	D	AM	15.0	B	**92.2**	**F**
				PM	14.5	B	24.9	C
3	Great America Parkway and SR-237 (N) *	San Jose	D	AM	18.2	B	**70.4**	**E**
				PM	17.4	B	30.4	C
4	Great America Parkway and SR-237 (S) *	San Jose	D	AM	13.3	B	40.6	D
				PM	11.9	B	15.0	B
5	Great America Parkway and Great America Way	Santa Clara	D	AM	21.5	C	30.3	C
				PM	18.1	B	18.9	B
6	Great America Parkway and Alviso Road	Santa Clara	D	AM	16.5	B	**76.4**	**E**
				PM	33.6	C	**130.1**	**F**
7	Great America Parkway and Bunker Hill Lane	Santa Clara	D	AM	13.4	B	13.2	B
				PM	15.1	B	14.7	B
8	Great America Parkway and Tasman Drive *	Santa Clara	E	AM	26.6	C	35.5	D
				PM	28.7	C	73.6	E
9	Great America Parkway and Old Glory Lane	Santa Clara	D	AM	10.4	B	15.2	B
				PM	10.8	B	39.8	D
10	Great America Parkway and Patrick Henry Drive	Santa Clara	D	AM	21.2	C	26.6	C
				PM	25.5	C	24.3	C
11	Great America Parkway and Mission College Boulevard *	Santa Clara	E	AM	39.3	D	55.8	E
				PM	49.2	D	**105.4**	**F**
12	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	E	AM	7.4	A	23.3	C
				PM	9.0	A	34.5	C
13	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	E	AM	21.2	C	26.6	C
				PM	7.3	A	8.0	A
14	Lafayette Street and Calle De Luna	Santa Clara	D	AM	14.8	B	15.5	B
				PM	18.8	B	18.2	B
15	Calle Del Sol and Tasman Drive	Santa Clara	D	AM	15.7	B	14.7	B
				PM	18.9	B	18.9	B
16	Lick Mill Boulevard and Tasman Drive	Santa Clara	D	AM	32.2	C	40.3	D
				PM	28.2	C	**56.0**	**E**

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance criteria used to establish what constitutes a project impact, a description of the transportation system under background plus project conditions, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved projects in the area that are built and occupied.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Impacts on intersections are based on the significance criteria and thresholds of the jurisdiction in which the intersection is located. For this analysis, significance criteria for impacts on intersections are based on the Cities of San Jose and Santa Clara Level of Service standards. Project impacts also were analyzed according to the County Congestion Management Program (CMP) methodology for the three CMP study intersections.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

City of Santa Clara Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a non-CMP signalized intersection in the City of Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under background conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under project conditions, or

2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under background conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

A significant impact by the City of Santa Clara standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than background conditions.

Conformance to the CMP Standard

Based on CMP criteria, a project would fail to meet the CMP or County Expressway intersection standard if the additional project traffic caused one of the following during either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant impact on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under background plus project conditions, or

2. The level of service on the freeway segment is LOS F under background plus project conditions and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to background conditions or better.

Transportation Network Under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under project conditions would be the same as described under background conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

To maintain consistency with the original traffic analysis prepared for the remaining entitled 32,238 s.f. of R&D space on the project site, trip generation estimates as presented in the traffic analysis completed by Korve Engineering in 2004 were used for the entitled R&D space. The traffic estimated to be generated by the approved 32,238 s.f. of R&D space on the project site was subtracted from the gross project trips for the proposed office space to calculate the additional traffic that would be generated by the proposed additional office space, or the net generated project trips.

Based on the ITE trip generation rates, it is estimated that the proposed office space on the project site would generate a net additional 2,141 daily trips, with 299 trips (266 inbound and 33 outbound) occurring during the AM peak hour and 288 trips (52 inbound and 236 outbound) occurring during the PM peak hour when compared to the previously approved project. The project trip generation estimates are presented below in Table 8.

Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7 in Chapter 3.

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern discussed above. Figure 11 shows the assignment of net project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix C.

Background Plus Project Traffic Volumes

The net project trips were added to background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes at the study intersections are shown graphically on Figure 12. Traffic volumes for all components of traffic are tabulated in Appendix C.

Table 8
Background Plus Project Trip Generation Estimates

		Daily		AM Peak-Hour						PM Peak-Hour					
				Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
Land Use	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use															
General Office Building (ITE Land Use Code 710)[1]	216,350 s.f.	11.03	2,386	1.56	88%	12%	297	41	338	1.49	17%	83%	55	267	322
Remaining Entitlement															
Research and Development[2]	32,238 s.f.		-245				-31	-8	-39				-3	-31	-34
Net Project Trips			**2,141**				**266**	**33**	**299**				**52**	**236**	**288**

[1]The average trip generation rate from the ITE Trip Generation Manual (9th Edition, 2012) was used.
[2]Trips associated with the 32,238 s.f. of research and development space were calculated based on the original 1999 EIR.
The 6,000 sf of proposed amenity space within the parking garage is not counted toward project trip generation as it would serve the proposed use and is not anticipated to generate additional vehicle trips.

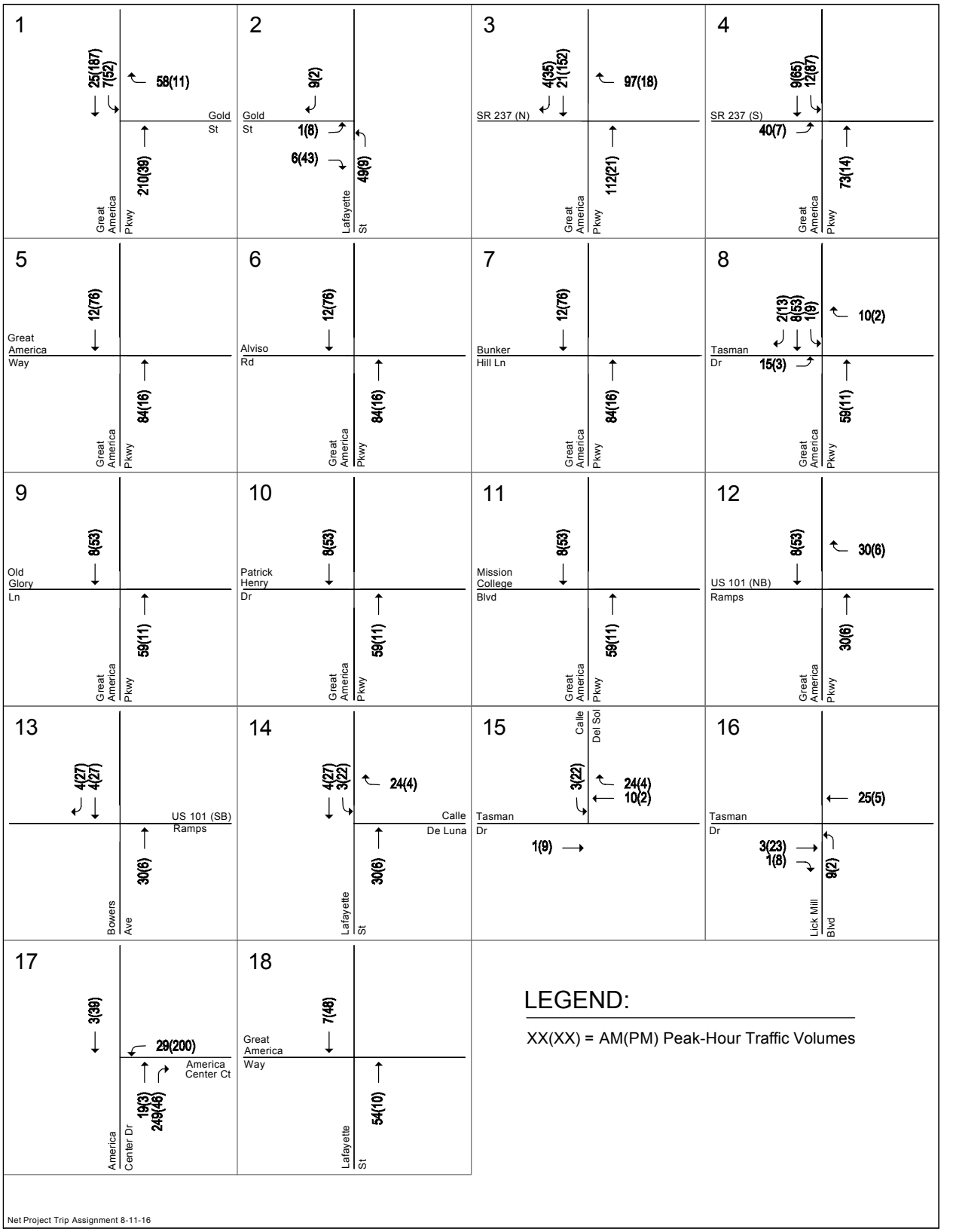

Figure 11
Net Project Trip Assignment

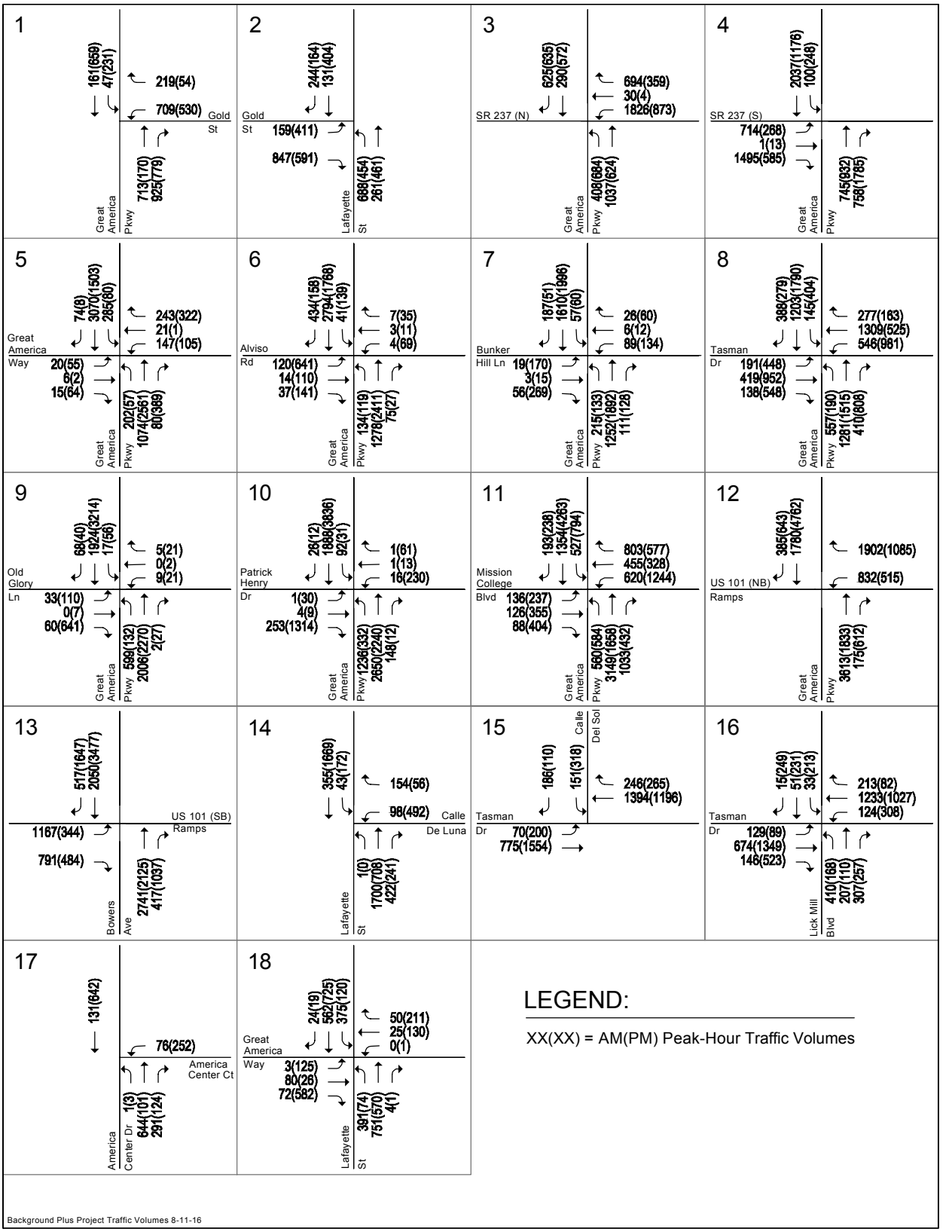

Figure 12
Background Plus Project Traffic Volumes

Intersection LOS Under Background Plus Project Conditions

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 9. The results show that, measured against the applicable municipal and CMP level of service standards, the following five intersections are projected to operate at an unacceptable LOS during at least one hour under background plus project conditions.

City of San Jose Study Intersections

2. Lafayette Street and Gold Street Connector (AM Peak Hour) ***Impact***
3. Great America Parkway and SR 237 (N)* (AM Peak Hour)

City of Santa Clara Study Intersections

6. Great America Parkway and Alviso Road (AM & PM Peak Hours)
11. Great America Parkway and Mission College Boulevard* (PM Peak Hour)
16. Lick Mill Boulevard and Tasman Drive (PM Peak Hour)

* Denotes CMP Intersection

Based on applicable municipal and CMP significance criteria, one of the above-identified intersections would be significantly impacted by the project. The impacts and proposed improvements to mitigate the impacts are described below.

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The intersection level of service calculation sheets are included in Appendix D.

Freeway Segment Level of Service Analysis

Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2014 CMP Annual Monitoring Report. The results of the freeway segment analysis under background plus project conditions are summarized in Table 10. The results show that mixed-flow lanes on seven of the 12 directional freeway segments analyzed would operate at unacceptable LOS F conditions during at least one peak hour. In addition, the HOV lanes on one of the study segments are projected to operate at LOS F conditions. Based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on four directional freeway segments and HOV lanes on one directional freeway segments during at least one peak hour.

Mixed-Flow Lane Segment Unacceptable LOS F:

1. Eastbound SR 237 between N. Fair Oaks Avenue and Lawrence Expressway (PM Peak Hour)
2. Eastbound SR 237 between Lawrence Expressway and Great America Parkway (PM Peak Hour)
3. Eastbound SR 237 between Great America Parkway and North First Street (PM Peak Hour) ***Impact***
4. Eastbound SR 237 between North First Street and Zanker Road (PM Peak Hour) ***Impact***
6. Eastbound SR 237 between McCarthy Boulevard and I-880 (PM Peak Hour)
7. Westbound SR 237 between I-880 and McCarthy Boulevard (AM Peak Hour) ***Impact***
8. Westbound SR 237 between McCarthy Boulevard and Zanker Road (AM & PM Peak Hours) ***Impact***

HOV Lane Segment Unacceptable LOS F:

7. Westbound SR 237 between I-880 and McCarthy Boulevard (AM Peak Hour) ***Impact***

Table 9
Background Plus Project Conditions Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Great America Parkway and Gold Street	San Jose	D	AM	32.2	C	31.0	C	0.0	0.005
				PM	22.2	C	23.1	C	3.6	0.034
2	Lafayette Street and Gold Street Connector	San Jose	D	AM	**92.2**	**F**	**105.6**	**F**	**16.0**	**0.043**
				PM	24.9	C	27.3	C	3.5	0.035
3	Great America Parkway and SR-237 (N) *	San Jose	D	AM	**70.4**	**E**	**70.0**	**E**	**1.0**	**0.003**
				PM	30.4	C	32.8	C	2.8	0.023
4	Great America Parkway and SR-237 (S) *	San Jose	D	AM	40.6	D	46.6	D	9.5	0.028
				PM	15.0	B	19.1	B	6.7	0.061
5	Great America Parkway and Great America Way	Santa Clara	D	AM	30.3	C	30.4	C	0.3	0.002
				PM	18.9	B	19.8	B	5.3	0.127
6	Great America Parkway and Alviso Road	Santa Clara	D	AM	**76.4**	**E**	**76.7**	**E**	**1.8**	**0.003**
				PM	**130.1**	**F**	**135.2**	**F**	**2.0**	**0.003**
7	Great America Parkway and Bunker Hill Lane	Santa Clara	D	AM	13.2	B	13.1	B	0.0	0.002
				PM	14.7	B	14.6	B	0.1	0.016
8	Great America Parkway and Tasman Drive *	Santa Clara	E	AM	35.5	D	35.8	D	0.5	0.007
				PM	73.6	E	76.5	E	2.0	0.005
9	Great America Parkway and Old Glory Lane	Santa Clara	D	AM	15.2	B	15.1	B	0.0	0.002
				PM	39.8	D	42.3	D	4.0	0.011
10	Great America Parkway and Patrick Henry Drive	Santa Clara	D	AM	26.6	C	26.6	C	0.1	0.001
				PM	24.3	C	25.1	C	1.2	0.008
11	Great America Parkway and Mission College Boulevard *	Santa Clara	E	AM	55.8	E	57.1	E	0.0	0.000
				PM	**105.4**	**F**	**107.5**	**F**	**3.1**	**0.008**
12	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	E	AM	23.3	C	23.7	C	0.6	0.006
				PM	34.5	C	37.2	D	3.5	0.010
13	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	E	AM	26.6	C	26.8	C	0.3	0.005
				PM	8.0	A	8.0	A	0.0	0.005
14	Lafayette Street and Calle De Luna	Santa Clara	D	AM	15.5	B	17.1	B	1.8	0.025
				PM	18.2	B	18.8	B	0.2	0.011
15	Calle Del Sol and Tasman Drive	Santa Clara	D	AM	14.7	B	14.7	B	0.0	0.009
				PM	18.9	B	19.6	B	0.8	0.016
16	Lick Mill Boulevard and Tasman Drive	Santa Clara	D	AM	40.3	D	40.4	D	0.1	0.010
				PM	**56.0**	**E**	**56.4**	**E**	**0.9**	**0.007**

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.
Bold and boxed indicate significant project impact.

Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, and no comprehensive project to add through lanes has been developed by Caltrans or VTA for individual projects to contribute to, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

Project Impacts and Mitigation Measures

This section discusses the project impacts identified under background plus project conditions. Included are descriptions of project impacts to intersections and proposed mitigation measures.

(2) Lafayette Street and Gold Street Connector (City of San Jose)

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour.

Table 10
Background Plus Project Freeway Level of Service

					Existing Plus Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
1	SR 237	between N. Fair Oaks Avenue and Lawrence Expressway	EB	AM	64	2	4,400	4,133	32	D	67	1	1,650	816	12	B	33	0.75	6	0.36
			EB	PM	15	2	4,400	2,883	**96**	**F**	70	1	1,650	2,313	33	D	3	0.07	3	0.18
2	SR 237	between Lawrence Expressway and Great America Parkway	EB	AM	62	2	4,400	4,371	35	D	67	1	1,650	1,088	16	B	31	0.70	8	0.48
			EB	PM	14	2	4,400	2,803	**100**	**F**	40	1	1,650	2,323	58	E	3	0.07	3	0.18
3	SR 237	between Great America Parkway and North First Street	EB	AM	47	2	4,400	4,340	46	D	67	1	1,650	942	14	B	10	0.23	2	0.12
			EB	PM	18	2	4,400	3,221	**89**	**F**	40	1	1,650	2,235	56	E	**51**	**1.16**	35	2.12
4	SR 237	between North First Street and Zanker Road	EB	AM	47	2	4,400	4,339	46	D	66	1	1,650	1,263	19	C	9	0.20	3	0.18
			EB	PM	23	2	4,400	3,553	**77**	**F**	40	1	1,650	2,193	55	E	**53**	**1.20**	33	2.00
5	SR 237	between Zanker Road and McCarthy Boulevard	EB	AM	62	2	4,400	4,350	35	D	67	1	1,650	942	14	B	10	0.23	2	0.12
			EB	PM	38	2	4,400	4,168	55	E	70	1	1,650	2,058	29	D	58	1.32	28	1.70
6	SR 237	between McCarthy Boulevard and I-880	EB	AM	66	2	4,400	2,599	20	C	67	1	1,650	743	11	A	9	0.20	3	0.18
			EB	PM	7	2	4,400	1,950	**139**	**F**	70	1	1,650	2,216	32	D	40	0.91	46	2.79
7	SR 237	between I-880 and McCarthy Boulevard	WB	AM	7	2	4,400	1,898	**136**	**F**	27	1	1,650	1,888	**70**	**F**	**48**	**1.09**	**48**	**2.91**
			WB	PM	66	2	4,400	3,316	25	C	70	1	1,650	492	7	A	16	0.36	2	0.12
8	SR 237	between McCarthy Boulevard and Zanker Road	WB	AM	10	2	4,400	2,865	**143**	**F**	40	1	1,650	2,121	53	E	**55**	**1.25**	41	2.48
			WB	PM	43	2	4,400	5,076	**59**	**F**	70	1	1,650	492	7	A	16	0.36	2	0.12
9	SR 237	between Zanker Road and North First Street	WB	AM	37	2	4,400	4,132	56	E	61	1	1,650	2,234	37	D	62	1.41	34	2.06
			WB	PM	43	2	4,400	4,233	49	E	70	1	1,650	1,545	22	C	13	0.30	5	0.30
10	SR 237	between North First Street and Great America Parkway	WB	AM	45	2	4,400	4,385	49	E	64	1	1,650	2,081	33	D	65	1.48	31	1.88
			WB	PM	50	2	4,400	4,415	44	D	70	1	1,650	983	14	B	15	0.34	3	0.18
11	SR 237	between Great America Parkway and Lawrence Expressway	WB	AM	55	2	4,400	4,403	40	D	66	1	1,650	1,461	22	C	3	0.07	1	0.06
			WB	PM	64	2	4,400	4,127	32	D	70	1	1,650	1,128	16	B	27	0.61	8	0.48
12	SR 237	between Lawrence Expressway and N. Fair Oaks Avenue	WB	AM	41	2	4,400	4,193	51	E	63	1	1,650	2,151	34	D	3	0.07	1	0.06
			WB	PM	65	2	4,400	3,926	30	D	70	1	1,650	1,339	19	C	26	0.59	9	0.55

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

This constitutes a significant impact based on City of San Jose level of service impact criteria.

Mitigation Measure. This intersection's level of service could be improved with the addition of a second northbound left-turn lane. The improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement will require widening of the Gold Street Connector and shifting of travel lanes to the south by approximately 12 feet to accommodate a second receiving lane for the second northbound left-turn lane. The roadway widening also will require the relocation of the park trail, south of the Gold Street Connector. The addition of a second northbound left-turn lane at the intersection also was identified as a mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study. However, the City of San Jose has no authority of development within other jurisdictions or their development schedules. Therefore, the project will be required to construct the improvements.

6. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative development typically includes projects that are in the pipeline (pending projects) but are not yet approved. It includes descriptions of nearby pending developments and the procedure used to estimate traffic volumes associated with them. Cumulative conditions reflect traffic conditions that would occur at the time that the proposed project is completed. The analysis of cumulative conditions is required by the CMP and in conformance with the California Environmental Quality Act CEQA.

Significant Impact Criteria

A significant cumulative traffic impact at an intersection is identified by comparing cumulative with project traffic conditions against background traffic conditions for City of San Jose study intersections. For City of Santa Clara study intersections, cumulative with project conditions are compared against cumulative no project conditions.

City of San Jose Definition of Significant Intersection Impacts

The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.

An exception to criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions.

Project Contribution to Cumulative Impacts

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions.

City of Santa Clara Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under cumulative no project conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of Santa Clara standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than cumulative no project conditions.

Conformance with CMP Standard

Based on CMP criteria, a project would fail to meet the CMP or County Expressway intersection standard if the additional project traffic caused one of the following during either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of pending project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to cumulative no project conditions or better.

Transportation Network under Cumulative Conditions

The intersection lane configurations under cumulative no project and cumulative with project conditions were assumed to be the same as described under background and background plus project conditions, respectively.

Cumulative Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from approved developments, estimated project trips, and trips from proposed but not yet approved (pending) development projects. Cumulative conditions include trips generated by the following major pending development projects in the immediate area of the proposed project as summarized in Table 11.

Table 11
Pending Projects

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
North San Jose Phase II	North San Jose	8,000 residential units, 6.675 msf of office space, 425,000 s.f. of retail/commercial
237 Industrial Center Development	Ranch Drive, San Jose	1,197,000 s.f. of light industrial space
Top Golf	4701 North First Street, San Jose	a restaurant with a 200-room hotel and 110,000 s.f of retail space and golf driving ranges
Ray Hashimoto /HMH for River of Life Church	1177 Laurelwood Road	New 35K sanctuary structure adjacent to existing building
Washington Holdings/Kelly Snyder	2041 Mission College Boulevard	build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel
Scott Menard	3305 Kifer Road	48 attached townhomes and stacked flats with 109 parking spaces
Irvine Company	575 Benton Street	5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments
Summerhill	2230 El Camino Real	164 apartment units
Pinn Bros	1890 El Camino Real	four story mixed use development consisting of 60 for sale units, 5,820 sq. ft. of commercial
Johnathon Fearn/Summerhill Homes	3505 Kifer Road	996 residential units with 37,000 square foot retail
Irvine	3265 Scott Boulevard	2,000 rental housing units 40,000 sf retail added
Lour Mariani	2570 El Camino Real	1.5 acre site w/315 dwelling units
Menlo Equities	3535 Garrett	eight story office and three level parking
Rashik Patel T2	2950 Lakeside Drive	New 7 story hotel with 188 rooms
Xeres Dupont Fabros	555 Reed Street	111,000 sf data center
Jeff Guinta	2580 Lafayette	Adult gymnasium
Lennar Commercial	3607 Kifer Road	5-level parking structure, 5-story 199,460 sq.ft. office building
MCA	3265 Scott Boulevard	Expansion of activities at Muslim Community Association to include new high school
Bixby Lane Office	Tasman Drive and Old Ironside Drive	150,000 s.f. of office building
Great America Master Plan	Great America	59,050 s.f. of restaurant, 22,250 s.f. of bowling alley, 8,700 s.f. of retail, 25,500 s.f. theater, and 24,500 s.f. even center

Source: City of San Jose (March 2016) and City of Santa Clara Planning Department (October 2015)

Figure 13 and Figure 14 show the cumulative no project and cumulative with project traffic volumes, respectively. Appendix C lists each of the components used to tabulate cumulative traffic volume at each intersection.

Cumulative Intersection Level of Service Analysis

City of San Jose Intersections

The intersection level of service results under cumulative conditions are summarized in Table 12. The results show that, measured against the City of San Jose level of service impact criteria, the estimated

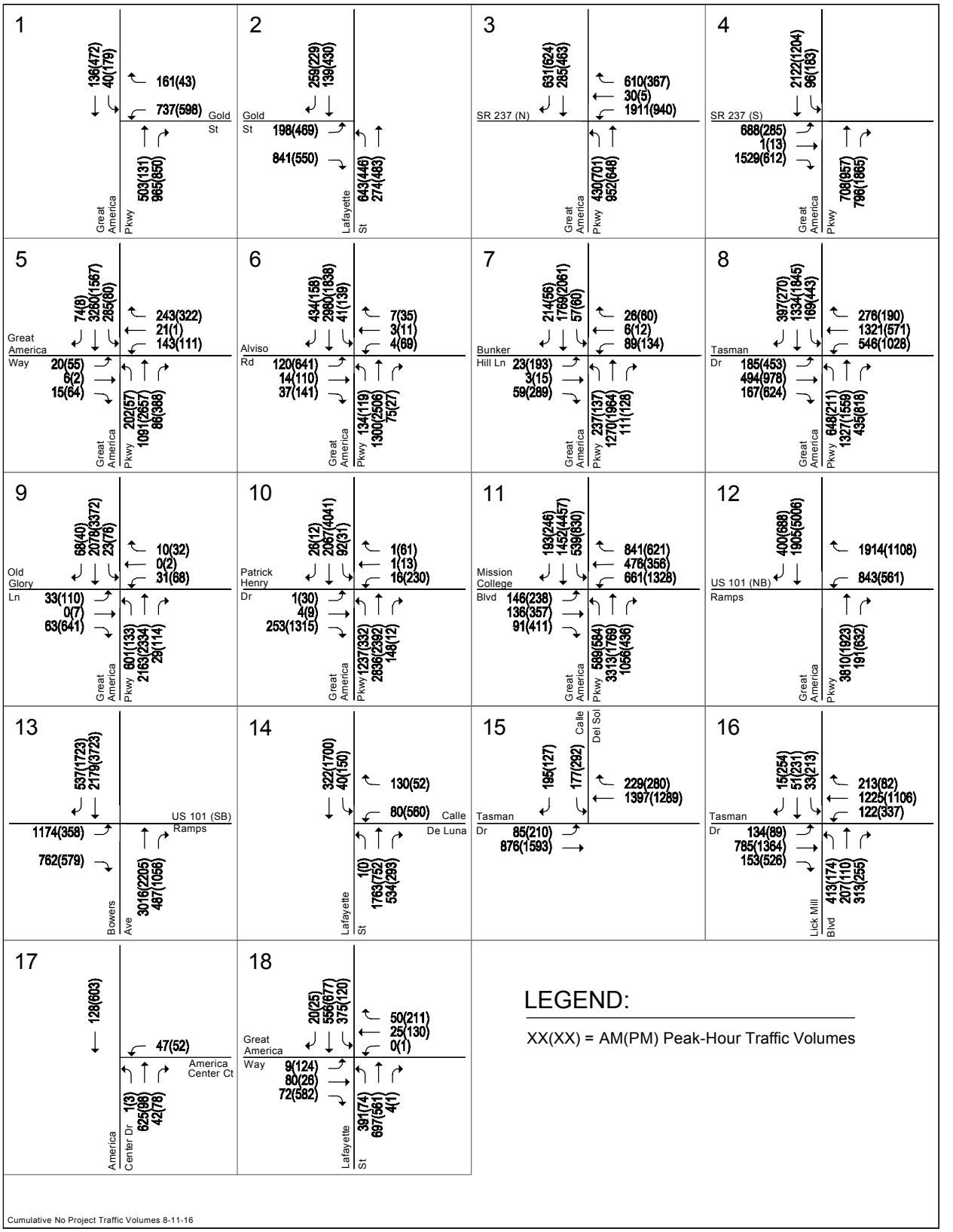

Figure 13
Cumulative No Project Conditions Traffic Volumes

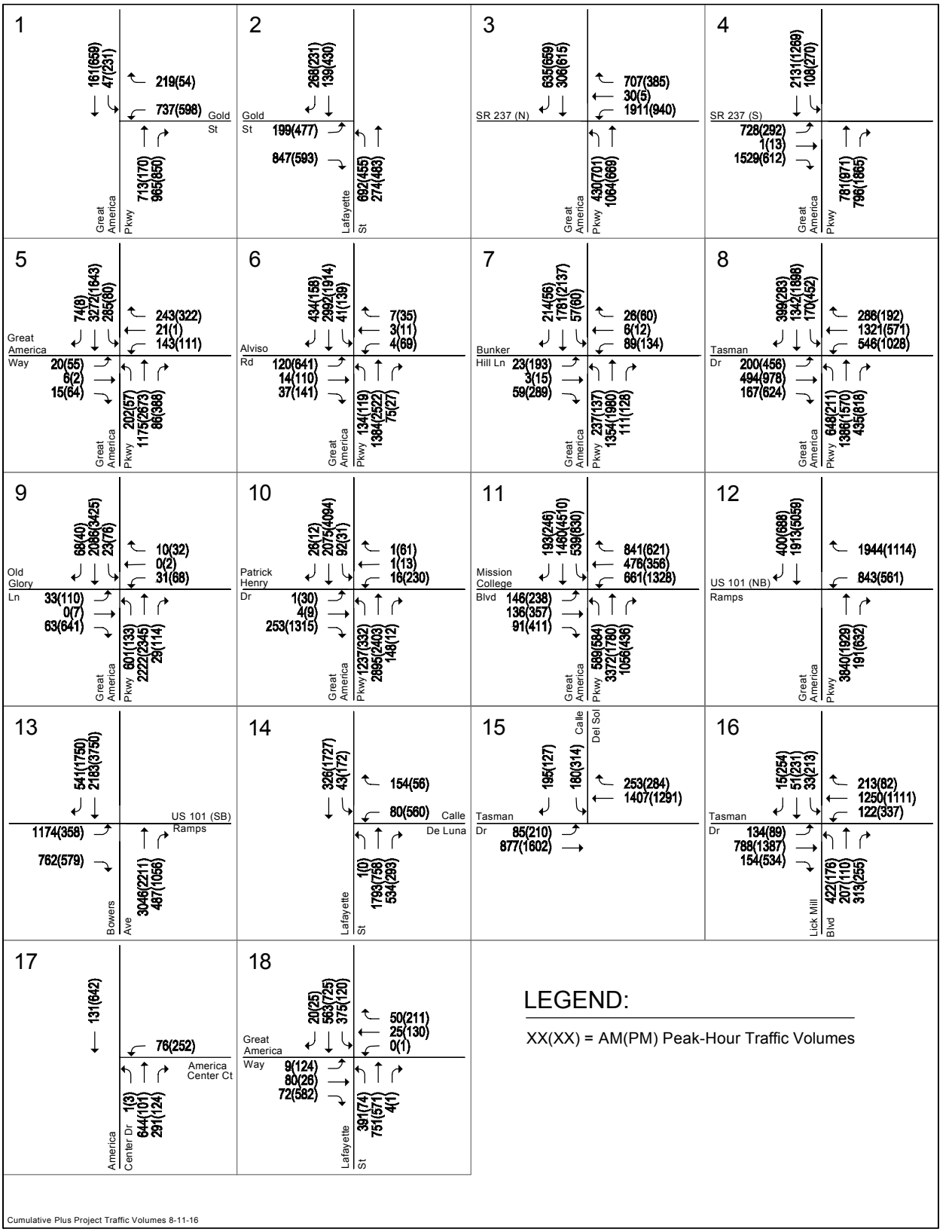

Figure 14
Cumulative with Project Conditions Traffic Volumes

Table 12
Cumulative Conditions Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Background Avg. Delay	Background LOS	Cumulative Avg. Delay	Cumulative LOS	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Incr. In Crit. Delay	Cumulative Plus Project Incr. In Crit. V/C	Cumulative Plus Project % of Project Contribution
1	Great America Parkway and Gold Street	San Jose	D	AM	32.2	C	39.1	D	37.1	D	9.5	0.041	
				PM	22.2	C	27.2	C	29.2	C	11.9	0.104	
2	Lafayette Street and Gold Street Connector	San Jose	D	AM	**92.2**	**F**	**92.1**	**F**	**105.5**	**F**	**19.3**	**0.061**	**42%**
				PM	24.9	C	27.4	C	30.3	C	7.5	0.067	
3	Great America Parkway and SR-237 (N) *	San Jose	D	AM	**70.4**	**E**	**81.3**	**F**	**80.6**	**F**	**18.2**	**0.044**	**57%**
				PM	30.4	C	35.2	D	38.7	D	11.9	0.067	
4	Great America Parkway and SR-237 (S) *	San Jose	D	AM	40.6	D	48.0	D	54.7	D	22.7	0.065	
				PM	15.0	B	17.8	B	23.8	C	15.0	0.116	
5	Great America Parkway and Great America Way	Santa Clara	D	AM	30.3	C	34.7	C	34.9	C	0.6	0.002	
				PM	18.9	B	20.1	C	20.0	C	0.1	0.003	
6	Great America Parkway and Alviso Road	Santa Clara	D	AM	**76.4**	**E**	**97.3**	**F**	**97.4**	**F**	**1.8**	**0.003**	
				PM	**130.1**	**F**	**144.9**	**F**	**150.8**	**F**	**2.0**	**0.003**	
7	Great America Parkway and Bunker Hill Lane	Santa Clara	D	AM	13.2	B	13.5	B	13.4	B	0.0	0.002	
				PM	14.7	B	15.2	B	15.2	B	0.1	0.016	
8	Great America Parkway and Tasman Drive *	Santa Clara	E	AM	35.5	D	42.5	D	42.8	D	0.8	0.007	
				PM	73.6	E	**97.7**	**F**	**101.0**	**F**	**2.2**	**0.006**	
9	Great America Parkway and Old Glory Lane	Santa Clara	D	AM	15.2	B	15.3	B	15.3	B	0.0	0.002	
				PM	39.8	D	49.5	D	52.2	D	4.5	0.011	
10	Great America Parkway and Patrick Henry Drive	Santa Clara	D	AM	26.6	C	28.3	C	28.3	C	0.2	0.001	
				PM	24.3	C	29.9	C	31.5	C	2.5	0.008	
11	Great America Parkway and Mission College Boulevard *	Santa Clara	E	AM	55.8	E	67.8	E	70.4	E	0.0	0.000	
				PM	**105.4**	**F**	**122.0**	**F**	**124.2**	**F**	**3.2**	**0.008**	
12	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	E	AM	23.3	C	28.6	C	29.6	C	1.3	0.006	
				PM	34.5	C	55.7	E	58.8	E	4.0	0.010	
13	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	E	AM	26.6	C	29.9	C	30.4	C	0.8	0.006	
				PM	8.0	A	8.7	A	8.8	A	0.1	0.005	
14	Lafayette Street and Calle De Luna	Santa Clara	D	AM	15.5	B	17.4	B	18.7	B	3.1	0.089	
				PM	18.2	B	19.4	B	20.0	B	0.2	0.010	
15	Calle Del Sol and Tasman Drive	Santa Clara	D	AM	14.7	B	15.9	B	15.9	B	0.0	0.009	
				PM	18.9	B	19.0	B	19.7	B	0.8	0.016	
16	Lick Mill Boulevard and Tasman Drive	Santa Clara	D	AM	40.3	D	40.4	D	40.5	D	0.1	0.010	
				PM	**56.0**	**E**	**58.7**	**E**	**59.3**	**E**	**1.2**	**0.007**	

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.
Bold and boxed indicate significant project impact.

cumulative project trips collectively would create a significant adverse traffic impact at the following two intersections located in the City of San Jose during at least one peak hour:

2. Lafayette Street and Gold Street Connector (AM Peak Hour) ***Impact***
3. Great America Parkway and SR 237 (N)* (AM Peak Hour) ***Impact***

* Denotes CMP Intersection

The project's contribution to the increase in total volume from background traffic conditions to cumulative traffic conditions at both of the intersections above would be 25 percent or more and are deemed considerable based on City of San Jose criteria.

The addition of cumulative project trips at the remaining City of San Jose study intersections would not create a significant adverse traffic impact when measured against the City of San Jose level of service standard. The intersection level of service calculation sheets are included in Appendix D.

City of Santa Clara Intersections

The intersection level of service results for intersections located within the City of Santa Clara under cumulative conditions are summarized in Table 12. The results show that, measured against applicable municipal and CMP level of service level of service standards, the following four intersections would operate at unacceptable levels under cumulative conditions.

6. Great America Parkway and Alviso Road (AM & PM Peak Hours)
8. Great America Parkway and Tasman Drive* (PM Peak Hour)
11. Great America Parkway and Mission College Boulevard* (PM Peak Hour)

16. Lick Mill Boulevard and Tasman Drive (PM Peak Hour)

* Denotes CMP Intersection

Based on the City of Santa Clara cumulative significance criteria, none of the above intersections would be significantly impacted by the project traffic.

Cumulative Impacts and Mitigation Measures

Described below are the possible intersection improvements for the cumulatively significant intersection impacts to which the project's contribution is deemed considerable.

(2) Lafayette Street and Gold Street Connector (City of San Jose)

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during the AM peak hour. The project's contribution to the cumulative significant impact is deemed considerable based on City of San Jose level of service impact criteria.

Mitigation Measure. This intersection's level of service could be improved with the addition of a second northbound left-turn lane. The improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement will require widening of the Gold Street Connector and shifting of travel lanes to the south by approximately 12 feet to accommodate a second receiving lane for the second northbound left-turn lane. The roadway widening also will require the relocation of the park trail, south of the Gold Street Connector. The addition of a second northbound left-turn lane at the intersection also was identified as a mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study. However, the City of San Jose has no authority of development within other jurisdictions or their development schedules. Therefore, the project will be required to construct the improvements which also were identified to mitigate its project-level impacts.

(3) Great America Parkway and SR 237 (North) (City of San Jose)

Impact: This intersection would operate at LOS E during the AM peak hour under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during the AM peak hour. The project's contribution to the cumulative significant impact is deemed considerable based on City of San Jose level of service impact criteria.

Mitigation Measure. This intersection's level of service could be improved by adding a third left-turn lane and second right-turn lane to the intersections westbound approach (SR 237 off-ramp). This improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement was an identified mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study.

7. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Intersection operations analysis
- Intersection Signal Warrant Analysis
- Freeway Ramp Queuing Analysis
- Site access and traffic operations under project conditions
- Parking Analysis
- Potential impacts to transit, bicycle, and pedestrian facilities

These other transportation issues were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Intersection Operational Analysis

The operations analysis is based on vehicle queuing for high demand turning movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn

storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length". The vehicle queue estimates and a tabulated summary of the findings are provided in Table 13. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix E.

Great America Parkway and Gold Street Connector

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Great America Parkway and Gold Street Connector intersection would exceed the existing vehicle storage capacity under existing plus project, background and background plus project conditions.

The southbound left-turn lane currently provides approximately 100 feet of vehicle storage, which can accommodate approximately four vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately seven vehicles during the PM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than two vehicles during the PM peak hour. The southbound left-turn pocket already extends to the upstream intersection (America Center Drive and America Center Court). Thus, it is not possible to extend the left-turn pocket to meet the projected queue.

Lafayette Street and Gold Street Connector

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pocket at the Lafayette Street and Gold Street Connector intersection would exceed the existing vehicle storage capacity under background and background plus project conditions.

The northbound left-turn lane currently provides approximately 350 feet of vehicle storage, which can accommodate approximately 14 vehicles. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 17 vehicles during the PM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than one vehicle during the PM peak hour. The left-turn pocket already extends to the upstream intersection (Lafayette Street and Great America Way). Thus, it is not possible to extend the left-turn pocket to meet the projected queue. However, a second northbound left-turn lane as proposed at the intersection to mitigate level of service impacts would provide adequate storage to serve the projected queue.

Great America Parkway and SR 237 (South)

Southbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Great America Parkway and SR 237 (South) intersection would exceed the existing vehicle storage capacity under background plus project conditions during the PM peak hour.

The southbound left-turn lane currently provides approximately 200 feet of vehicle storage, which can accommodate approximately eight vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately nine vehicles during the PM peak hour under background plus project conditions. The southbound left-turn pocket already extends to the upstream intersection, Great America Parkway and SR 237 (North). Thus, it is not possible to extend the left-turn pocket to meet the projected queue. However, a maximum left-turn pocket storage inadequacy of only one vehicle is a worst-case traffic condition and is not likely to result in any operational problems at this intersection.

Table 13
Vehicle Queuing Analysis Summary

Measurement	Great America Pkwy/ Gold St		Lafayette St/Gold St Connector		Great America Pkwy/ SR 237 (S)		Great America Pkwy/ SR 237 (S)		Great America Pkwy/ SR 237 (N)	
	SBL AM	SBL PM	NBL AM	NBL PM	SBL AM	SBL PM	EBL AM	EBL PM	WBR AM	WBR PM
Existing Conditions										
Cycle/Delay[1] (sec)	75	75	63	63	76	76	76	76	72	72
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	2	85	423	77	33	58	204	171	154	187
Volume (vphpl)	2	85	423	77	33	58	204	171	154	187
Avg. Queue (veh/ln.)	0.0	1.8	7.4	1.3	0.7	1.2	4.3	3.6	3.1	3.7
Avg. Queue[2] (ft./ln)	1	44	185	34	17	31	108	90	77	94
95th %. Queue (veh/ln.)	1	4	12	3	2	3	8	7	6	7
95th %. Queue (ft./ln)	25	100	300	75	50	75	200	175	150	175
Storage (ft./ ln.)	100	100	350	350	200	200	300	300	500	500
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Existing Plus Project Conditions										
Cycle/Delay[1] (sec)	75	75	63	63	76	76	76	76	72	72
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	11	143	477	87	47	151	249	179	258	206
Volume (vphpl)	11	143	477	87	47	151	249	179	258	206
Avg. Queue (veh/ln.)	0.2	3.0	8.3	1.5	1.0	3.2	5.3	3.8	5.2	4.1
Avg. Queue[2] (ft./ln)	6	74	209	38	25	80	131	94	129	103
95th %. Queue (veh/ln.)	1	6	13	4	3	6	9	7	9	8
95th %. Queue (ft./ln)	25	150	325	100	75	150	225	175	225	200
Storage (ft./ ln.)	100	100	350	350	200	200	300	300	500	500
Adequate (Y/N)	YES	**NO**	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions										
Cycle/Delay[1] (sec)	75	75	63	63	76	76	76	76	72	72
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	40	179	639	445	88	161	675	274	597	341
Volume (vphpl)	40	179	639	445	88	161	675	274	597	341
Avg. Queue (veh/ln.)	0.8	3.7	11.2	7.8	1.9	3.4	14.3	5.8	11.9	6.8
Avg. Queue[2] (ft./ln)	21	93	280	195	46	85	356	145	299	171
95th %. Queue (veh/ln.)	3	7	17	13	4	7	21	10	18	11
95th %. Queue (ft./ln)	75	175	425	325	100	175	525	250	450	275
Storage (ft./ ln.)	100	100	350	350	200	200	300	300	500	500
Adequate (Y/N)	YES	**NO**	**NO**	YES	YES	YES	**NO**	YES	YES	YES
Background Plus Project Conditions										
Cycle/Delay[1] (sec)	75	75	63	63	76	76	76	76	72	72
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	47	231	688	454	100	248	715	281	694	359
Volume (vphpl)	47	231	688	454	100	248	715	281	694	359
Avg. Queue (veh/ln.)	1.0	4.8	12.0	7.9	2.1	5.2	15.1	5.9	13.9	7.2
Avg. Queue[2] (ft./ln)	24	120	301	199	53	131	377	148	347	180
95th %. Queue (veh/ln.)	3	9	18	13	5	9	22	10	20	12
95th %. Queue (ft./ln)	75	225	450	325	125	225	550	250	500	300
Storage (ft./ ln.)	100	100	350	350	200	200	300	300	500	500
Adequate (Y/N)	YES	**NO**	**NO**	YES	YES	**NO**	**NO**	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued
SBL = southbound left; NBL = northbound left, EBL = eastbound left, WBR = westbound right

Eastbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Great America Parkway and SR 237 (South) intersection would exceed the existing vehicle storage capacity under background and background plus project conditions.

The eastbound left-turn lane currently provides approximately 300 feet of vehicle storage, which can accommodate approximately 12 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 21 vehicles during the AM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than one vehicle during the AM peak hour. The eastbound left-turn pocket could potentially be extended to provide an additional 225 feet of storage.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2010. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions. The traffic signal warrant calculations are included in Appendix E.

Lafayette Street and Great America Way (Santa Clara)

Peak-hour traffic signal warrant checks indicate that the traffic volumes at the Lafayette Street and Great America Way intersection during the PM peak hour are projected to meet thresholds that warrant signalization under background and background with project conditions.

Traffic volumes indicate that the signalization of the Lafayette Street and Great America Way intersection is not necessary until the construction of other approved development in the project area, which includes the City Place development, is completed. The installation of a signal at the intersection was also identified to be warranted with the City Place development. The proposed project will result in a total of 58 PM peak hour trips through the intersection. Because signalization of an intersection is dependent upon many factors and may be required regardless of the proposed project, the City of Santa Clara will decide when and if a signal should be installed and provide funding for its construction. Therefore, the proposed project would not result in a significant impact at the Lafayette Street and Great America Way intersection.

Freeway Ramp Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

It is projected that the project will result in the addition of peak hour trips to two freeway interchanges: (1) US 101 at Great America Parkway/Bowers Avenue, (2) and SR 237 at Great America Parkway. The metered freeway on-ramps were evaluated during the PM peak hour of traffic only since the majority of the proposed project traffic that is projected to be added to freeway on-ramps will occur during the PM

peak hour. Both the westbound and eastbound on-ramps at SR 237 interchange are metered during the PM peak hour. However, only the southbound loop on-ramp at the US 101 interchange is metered during the PM peak hour.

The existing queue lengths and service rates of the meters at the ramps were measured in the field during the PM peak hour. Wait times (the time it took a vehicle at the end of the queue to proceed through the meter) at each metered ramp were derived from the collected data. A ratio between the existing volumes using the freeway on-ramps and the approved and project trips was used to estimate the number of vehicles that would be added to the existing queue under background and project conditions.

Based on the freeway ramp analysis, the proposed project traffic will have minimal effect on delay and queues at the southbound on-ramp at the US 101/Bowers Avenue and westbound on-ramp at the SR 237/Great America Parkway interchanges. The addition of project traffic to each of the ramps will equate to a less than 3.0% increase in volume and would extend the wait times by no more than six seconds during the PM peak hour. In addition, the addition of project traffic would result in the extension of projected queues at each ramp by no more than one vehicle.

SR 237 Eastbound On-Ramp from Great America Parkway

The addition of project traffic to the SR 237 eastbound diagonal on-ramp from Great America Parkway will equate to an approximately 54% increase in the southbound left-turn volume during the PM peak hour and would extend the wait times at the ramp by approximately 34 seconds.

The maximum queue lengths measured in the field and projected under project conditions would extend beyond the available storage on the on-ramp. The SR 237 eastbound diagonal on-ramp from Great America Parkway already provides one HOV lane and two mixed-flow lanes. The ramp overcrossing of Lafayette Street, located approximately 550 feet east of Great America Boulevard, restricts the addition of storage on the ramp. Therefore, additional physical improvement for the purpose of queue storage at the ramp would consist of widening Great America Parkway and possibly the SR 237 overcrossing.

The widening of Great America Parkway and addition of a southbound left-turn lane would provide additional queue storage. However, the additional southbound lane would not provide an operational benefit to ramp operations since the ramp operations are dictated by the ramp meter rate. There will be no reduction in projected queues without an adjustment of the ramp meter rate to increase the number of vehicles being fed onto the freeway. The City has worked cooperatively with VTA and Caltrans to implement measures to minimize the effects of vehicular queues at freeway ramps, such as shutting off the ramp meters when vehicular queues extend back onto the arterials. The City will continue to monitor the effects of traffic growth in the area and its effects on freeway ramp operations and work with VTA and Caltrans to implement further measures when deemed necessary.

The freeway ramp analysis is summarized in Table 14. Calculation of the ramp queue lengths and wait time under background and project conditions are presented in Appendix E.

Site Access

The proposed Building 5 will be located at the southeast corner of the America Center office campus. Nearly all of the planned on-site roadways that will serve the campus, including the proposed Building 5, are completed. Access to the proposed Building 5 would be taken from the existing on-site roadways of America Center Drive and America Center Court. The project does not involve changes to the existing site access and circulation.

The campus, including the proposed Building 5, will be served by a 1,870 space-parking garage located along the southern and eastern boundaries of the site. The garage is currently under construction. Access to the parking garage will be provided by two driveways along America Center Court. A driveway will also be located at the north end of the garage and accessed from America Center Drive.

Table 14
Freeway Ramp Analysis

			Existing Conditions[1]			Background Conditions[2]			Project Conditions[2]				
Ramp	Count Date	Peak Hour	Volume	Queue Length (veh.)	Wait Time/c/ (min:sec)	Approved Trips	Queue Length (veh.)	Wait Time[3] (min:sec)	Project Trips	% Increase[4]	Queue Length (veh.)	Wait Time[3] (min:sec)	Increase (min:sec)
US 101 SB Loop On-Ramp from Great America Parkway	06/22/16	PM	650	16	01:04.0	970	40	02:40.0	27	1.67%	41	02:44.0	00:04.0
SR 237 EB On-Ramp from Great America Parkway[5]	06/23/16	PM	58	83	09:16.0	103	88	09:49.0	87	54.04%	93	10:23.0	00:34.0
SR 237 WB On-Ramp from Great America Parkway	05/25/16	PM	516	15	01:30.0	772	37	03:42.0	35	2.72%	38	03:48.0	00:06.0

Notes:
[1]Existing queue length represents the longest queue observed during the peak-hour period.
[2]Background and project conditions queue lengths were estimated based on the ratio between the existing volumes on the ramp and the estimated approved and project trips added to the ramp, respectively.
[3]Future wait times were estimated based on the queue length and the measured meter's service rate.
[4]Percent increase was calculated from background to project conditions.
[5]A Maximum queues of 80 and 3 vehicles were measured on the eastbound on-ramp for the mixed-flow lanes and the southbound left-turn lane, respectively.

America Center Court intersects with America Center Drive just north of the Gold Street Connector. America Center Court is 36 feet wide between America Center Drive and the point at which it changes to a north/south alignment. The roadway narrows to a 26 feet wide travel way along its north/south alignment. The results of the peak-hour traffic signal warrant checks at the America Center Drive and America Center Court intersection indicate that the projected traffic volumes under project conditions will not meet thresholds that warrant signalization.

Parking Analysis

Per the City of San Jose Municipal Code (Chapter 20.90.060), office land uses are required to provide one space per 300 sf of building space. Based on the City's parking requirements, a total of 3,614 off-street parking spaces are required for the 1,084,112[2] sf of office space (867,762 sf of existing/planned plus proposed 216,350 sf) on the entire campus. The project proposes a total of 3,610 on-site parking spaces (1,870 parking spaces within the planned parking garage and 1,740 spaces within surface parking lots). The surface parking areas should be configured to provide the additional four spaces to meet the City's parking requirements if Building 5 is proposed to utilize all the square footage that is included as part of the rezoning.

Bicycle Parking

The City's Bicycle Parking requirements require one bicycle parking space per 4,000 square feet of office floor area. The proposed project is required to provide 271 bicycle parking spaces to meet the city standards. It is recommended that the project provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Transit Services

The project site is not directly served by any transit services other than the ACE Shuttle that has a stop within the America Center development. The ACE Green Shuttle (823) operates on Tasman Drive and Great America Parkway between its route from the Great America ACE Station and the America Center campus. There are scheduled stops at the Convention Center and Old Ironsides LRT Stations along Tasman Drive, which also provides connections to other VTA bus lines. The nearest bus stops are located along Gold Street near its intersection with Taylor Street that is located approximately one mile from the project site and at the intersection of Tasman Drive and Old Ironsides Drive located approximately 1.5 miles from the project site. The nearest LRT station is also located at the intersection of Tasman Drive and Old Ironsides Drive.

It is assumed that only a minimal number of employees of the proposed office development would utilize existing transit services due the long walking distance and lack of pedestrian facilities linking the project site to transit facilities. In addition, the ACE shuttle provides only four scheduled runs during the morning and evening commute hours. It is recommended that the project pursue implementation of employee shuttles to provide a link between the project site and transit services (LRT station and bus stops) near the Old Ironsides and Tasman Drive intersection and Great America ACE Station. Should shuttle buses be implemented, the highest transit mode-share that could be expected for the project would be an estimated three percent, which equates to approximately 8 to 9 new transit riders during the peak hours. Assuming the existing transit service would remain unchanged, with five bus lines and the Mountain View-Alum Rock LRT line providing service near the project site, the new riders due to the proposed project can be accommodated by the current available capacity of the transit service in the study area.

[2] The 6,000 sf of proposed amenity space is not counted toward parking requirements as it would serve the proposed use and is not anticipated to generate additional vehicle trips.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections utilizing information produced by the intersection Level of Service analysis. The results of the transit delay analysis is presented in Table 15. The analysis shows that the traffic associated with the proposed project would increase delay to transit vehicles by less than 15 seconds per vehicle during the peak hours. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

Table 15
Transit Delay Analysis Summary

Route #	Study Area Street(s)	Direction	Projected Increase in Transit Vehicle Delay (sec/veh)	
			AM	PM
57	Great America Pkwy	NB	4.8	-0.3
		SB	-0.1	14.4
60	Great America Pkwy, Mission College Blvd	NB	0.1	0.0
		SB	0.0	6.8
321	Great America Pkwy, Mission College Blvd	NB	0.1	3.0
		SB	-0.1	0.0
330	Great America Pkwy, Mission College Blvd	NB	-0.1	6.5
		SB	0.3	0.6
140	Great America Pkwy, Mission College Blvd	NB	-0.1	6.5
		SB	0.3	0.6

Notes:

Projected increase in transit delay based on a comparison of background vs. background plus project conditions intersection movement delays calculated by TRAFFIX.

Bicycle and Pedestrian Facilities

There are several bike lanes and bike paths in the vicinity of the project site. In addition, the San Jose Bike Plan 2020 and Envision 2040 General Plan identifies planned improvements to the bicycle network within the City and provides policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In the immediate area of the project, a Class I off-Street trail is planned to run generally around the perimeter of the America Center Campus with connections to the Baylands Park Trail near the Lafayette Street/Gold Street Connector intersection and San Tomas Aquino Creek. An additional connection to the Bay Trail is proposed as part of the Residence Inn project at the northern termination of America Center Court.

Pedestrian facilities in the immediate project area are limited. In particular, there are no sidewalks provided along America Center Court, the east side of America Center Drive along the Building 5 frontage, and either side of America Center Drive between the Gold Street Connector and the Building 5 frontage which are all private street segments. Sidewalks are provided along both sides of America Center Drive north of the Building 5 frontage. There is an unpaved walkway provided along the west side of America Center Drive between the America Center office buildings and the Gold Street Connector.

It is unlikely that the proposed project will result in measurable increase of pedestrians given that the nearest commercial uses and transit services are located more than 1.5 miles from the project site. However, pedestrian traffic from the project site could include the recreational use of the Baylands Park Trail by employees that runs along the north side of SR 237. Access to the trail is provided at the SR 237 and Great America westbound ramps intersection. The intersection provides controlled crosswalks across Great America Parkway on its north approach and across the SR 237 westbound on-ramp. Use of the trail and crosswalks at the SR 237 and Great America westbound ramps intersection by pedestrians originating from the proposed Building 5 will require crossing America Center Drive. Given the lack of pedestrian facilities along the east side of Great America Parkway south of the project site, it is not recommended that sidewalks be provided along the Building 5 frontage. Instead, pedestrians should be directed with wayfaring signs to the use of the parking lot drive aisles and entrances along America Center Drive located between Buildings 1-2 and 3-5.

Transportation Demand Management

The project will establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the demand for on-site parking discussed above. The TDM program should encourage multimodal travel and use of the extensive transit services and pedestrian/bicycle facilities in the North San Jose area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant employee participation. An effective TDM program that includes several of the measures identified below can easily achieve a 25% percent reduction in work-related vehicle trips that result in a reduction in trips generated by the project and parking demand. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. The project TDM program could include, but would not be limited to, the following elements to reduce vehicle trips:

- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak hour traffic conditions for fifteen signalized intersections and two unsignalized intersections. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Project Intersection Level of Service Analysis

The results of the level of service analysis show that, measured against the applicable municipal and CMP standards, all of the study intersections would operate at an acceptable LOS D or better under existing plus project conditions during both the AM and PM peak hours of traffic.

The results show that one intersection located within the City of San Jose would be significantly impacted by the project under background plus project conditions, according to applicable municipal and CMP impact criteria. The proposed improvements to mitigate the project impacts are described below.

(2) Lafayette Street and Gold Street Connector (City of San Jose)

Mitigation Measure. This intersection's level of service could be improved with the addition of a second northbound left-turn lane. The improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement will require widening of the Gold Street Connector and shifting of travel lanes to the south by approximately 12 feet to accommodate a second receiving lane for the second northbound left-turn lane. The roadway widening also will require the relocation of the park trail, south of the Gold Street Connector. The addition of a second northbound left-turn lane at the intersection also was identified as a mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study. However, the City of San Jose has no authority of development within other jurisdictions or their development schedules. Therefore, the project will be required to construct the improvements.

Cumulative Intersection Level of Service Analysis

The results show that, two intersections in the City of San Jose would be significantly impacted by the project traffic based on applicable municipal cumulative significance criteria.

Described below are the possible intersection improvements for the cumulatively significant intersection impacts to which the project's contribution is deemed considerable.

(2) Lafayette Street and Gold Street Connector (City of San Jose)

Mitigation Measure. This intersection's level of service could be improved with the addition of a second northbound left-turn lane. The improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement will require widening of the Gold Street Connector and shifting of travel lanes to the south by approximately 12 feet to accommodate a second receiving lane for the second northbound left-turn lane. The roadway widening also will require the relocation of the park trail, south of the Gold Street Connector. The addition of a second northbound left-turn lane at the intersection also was identified as a mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study. However, the City of San Jose has no authority of development within other jurisdictions or their development schedules. Therefore, the project will be required to construct the improvements which also were identified to mitigate its project-level impacts.

(3) Great America Parkway and SR 237 (North) (City of San Jose)

Mitigation Measure. This intersection's level of service could be improved by adding a third left-turn lane and second right-turn lane to the intersections westbound approach (SR 237 off-ramp). This improvement would reduce the average delay for vehicular traffic to an acceptable LOS D during the AM peak hour. The improvement was an identified mitigation measure for the approved City Place development in the City of Santa Clara. Traffic associated with the City Place development is included within background conditions of this study.

Freeway Segment Analysis

The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on four directional freeway segments and HOV lanes on one directional freeway segment during at least one peak hour.

Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, and no comprehensive project to add through lanes has been developed by Caltrans or VTA for individual projects to contribute to, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

Other Transportation Issues

Intersection Operations Analysis

Great America Parkway and Gold Street Connector

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Great America Parkway and Gold Street Connector intersection would exceed the existing vehicle storage capacity under existing plus project, background and background plus project conditions.

The southbound left-turn lane currently provides approximately 100 feet of vehicle storage, which can accommodate approximately four vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately seven vehicles during the PM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than two vehicles during the PM peak hour. The southbound left-turn pocket already extends

to the upstream intersection (America Center Drive and America Center Court). Thus, it is not possible to extend the left-turn pocket to meet the projected queue.

Lafayette Street and Gold Street Connector

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pocket at the Lafayette Street and Gold Street Connector intersection would exceed the existing vehicle storage capacity under background and background plus project conditions.

The northbound left-turn lane currently provides approximately 350 feet of vehicle storage, which can accommodate approximately 14 vehicles. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 17 vehicles during the PM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than one vehicle during the PM peak hour. The left-turn pocket already extends to the upstream intersection (Lafayette Street and Great America Way). Thus, it is not possible to extend the left-turn pocket to meet the projected queue. However, a second northbound left-turn lane as proposed at the intersection to mitigate level of service impacts would provide adequate storage to serve the projected queue.

Great America Parkway and SR 237 (South)

Southbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Great America Parkway and SR 237 (South) intersection would exceed the existing vehicle storage capacity under background plus project conditions during the PM peak hour.

The southbound left-turn lane currently provides approximately 200 feet of vehicle storage, which can accommodate approximately eight vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately nine vehicles during the PM peak hour under background plus project conditions. The southbound left-turn pocket already extends to the upstream intersection, Great America Parkway and SR 237 (North). Thus, it is not possible to extend the left-turn pocket to meet the projected queue. However, a maximum left-turn pocket storage inadequacy of only one vehicle is a worst-case traffic condition and is not likely to result in any operational problems at this intersection.

Eastbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Great America Parkway and SR 237 (South) intersection would exceed the existing vehicle storage capacity under background and background plus project conditions.

The eastbound left-turn lane currently provides approximately 300 feet of vehicle storage, which can accommodate approximately 12 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 21 vehicles during the AM peak hour under background conditions. The addition of project traffic would lengthen the projected vehicle queue by no more than one vehicle during the AM peak hour. The eastbound left-turn pocket could potentially be extended to provide an additional 225 feet of storage.

Signal Warrant Analysis

Lafayette Street and Great America Way (City of Santa Clara)

Peak-hour traffic signal warrant checks indicate that the traffic volumes at the Lafayette Street and Great America Way intersection during the PM peak hour are projected to meet thresholds that warrant signalization under background and background with project conditions.

Traffic volumes indicate that the signalization of the Lafayette Street and Great America Way intersection is not necessary until the construction of other approved development in the project area, which includes the City Place development, is completed. The installation of a signal at the intersection was also identified to be warranted with the City Place development. The proposed project will result in a total of 58 PM peak hour trips through the intersection. Because signalization of an intersection is dependent upon many factors and may be required regardless of the proposed project, the City of Santa Clara will decide when and if a signal should be installed and provide funding for its construction. Therefore, the proposed project would not result in a significant impact at the Lafayette Street and Great America Way intersection.

Freeway Ramp Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

It is projected that the project will result in the addition of peak hour trips to two freeway interchanges: (1) US 101 at Great America Parkway/Bowers Avenue, (2) and SR 237 at Great America Parkway. The metered freeway on-ramps were evaluated during the PM peak hour of traffic only since the majority of the proposed project traffic that is projected to be added to freeway on-ramps will occur during the PM peak hour. Both the westbound and eastbound on-ramps at SR 237 interchange are metered during the PM peak hour. However, only the southbound loop on-ramp at the US 101 interchange is metered during the PM peak hour.

Based on the freeway ramp analysis, the proposed project traffic will have minimal effect on delay and queues at the southbound on-ramp at the US 101/Bowers Avenue and westbound on-ramp at the SR 237/Great America Parkway interchanges. The addition of project traffic to each of the ramps will equate to a less than 3.0% increase in volume and would extend the wait times by no more than six seconds during the PM peak hour. In addition, the addition of project traffic would result in the extension of projected queues at each ramp by no more than one vehicle.

SR 237 Eastbound On-Ramp from Great America Parkway

The addition of project traffic to the SR 237 eastbound diagonal on-ramp from Great America Parkway will equate to an approximately 54% increase in the southbound left-turn volume during the PM peak hour and would extend the wait times at the ramp by approximately 34 seconds.

The maximum queue lengths measured in the field and projected under project conditions would extend beyond the available storage on the on-ramp. The SR 237 eastbound diagonal on-ramp from Great America Parkway already provides one HOV lane and two mixed-flow lanes. The ramp overcrossing of Lafayette Street, located approximately 550 feet east of Great America Boulevard, restricts the addition of storage on the ramp. Therefore, additional physical improvement for the purpose of queue storage at the ramp would consist of widening Great America Parkway and possibly the SR 237 overcrossing.

The widening of Great America Parkway and addition of a southbound left-turn lane would provide additional queue storage. However, the additional southbound lane would not provide an operational benefit to ramp operations since the ramp operations are dictated by the ramp meter rate. There will be

no reduction in projected queues without an adjustment of the ramp meter rate to increase the number of vehicles being fed onto the freeway. The City has worked cooperatively with VTA and Caltrans to implement measures to minimize the effects of vehicular queues at freeway ramps, such as shutting off the ramp meters when vehicular queues extend back onto the arterials. The City will continue to monitor the effects of traffic growth in the area and its effects on freeway ramp operations and work with VTA and Caltrans to implement further measures when deemed necessary.

Site Access

The proposed Building 5 will be located at the southeast corner of the America Center office campus. Nearly all of the planned on-site roadways that will serve the campus, including the proposed Building 5, are completed. Access to the proposed Building 5 would be taken from the existing on-site roadways of America Center Drive and America Center Court. The project does not involve changes to the existing site access and circulation.

The campus, including the proposed Building 5, will be served by a 1,870 space-parking garage located along the southern and eastern boundaries of the site. The garage is currently under construction. Access to the parking garage will be provided by two driveways along America Center Court. A driveway will also be located at the north end of the garage and accessed from America Center Drive.

America Center Court intersects with America Center Drive just north of the Gold Street Connector. America Center Court is 36 feet wide between America Center Drive and the point at which it changes to a north/south alignment. The roadway narrows to a 26 feet wide travel way along its north/south alignment. The results of the peak-hour traffic signal warrant checks at the America Center Drive and America Center Court intersection indicate that the projected traffic volumes under project conditions will not meet thresholds that warrant signalization.

Parking Analysis

Per the City of San Jose Municipal Code (Chapter 20.90.060), office land uses are required to provide one space per 300 sf of building space. Based on the City's parking requirements, a total of 3,614 off-street parking spaces are required for the 1,084,112[3] sf of office space (867,762 sf of existing/planned plus proposed 216,350 sf) on the entire campus. The project proposes a total of 3,610 on-site parking spaces (1,870 parking spaces within the planned parking garage and 1,740 spaces within surface parking lots). The surface parking areas should be configured to provide the additional four spaces to meet the City's parking requirements if Building 5 is proposed to utilize all the square footage that is included as part of the rezoning.

Bicycle Parking

The City's Bicycle Parking requirements require one bicycle parking space per 4,000 square feet of office floor area. The proposed project is required to provide 271 bicycle parking spaces to meet the city standards. It is recommended that the project provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Transit Services

The project site is not directly served by any transit services other than the ACE Shuttle that has a stop within the America Center development. The ACE Green Shuttle (823) operates on Tasman Drive and Great America Parkway between its route from the Great America ACE Station and the America Center campus. There are scheduled stops at the Convention Center and Old Ironsides LRT Stations along

[3] The 6,000 sf of proposed amenity space is not counted toward parking requirements as it would serve the proposed use and is not anticipated to generate additional vehicle trips.

Tasman Drive, which also provides connections to other VTA bus lines. The nearest bus stops are located along Gold Street near its intersection with Taylor Street that is located approximately one mile from the project site and at the intersection of Tasman Drive and Old Ironsides Drive located approximately 1.5 miles from the project site. The nearest LRT station is also located at the intersection of Tasman Drive and Old Ironsides Drive.

It is assumed that only a minimal number of employees of the proposed office development would utilize existing transit services due the long walking distance and lack of pedestrian facilities linking the project site to transit facilities. In addition, the ACE shuttle provides only four scheduled runs during the morning and evening commute hours. It is recommended that the project pursue implementation of employee shuttles to provide a link between the project site and transit services (LRT station and bus stops) near the Old Ironsides and Tasman Drive intersection and Great America ACE Station. Should shuttle buses be implemented, the highest transit mode-share that could be expected for the project would be an estimated three percent, which equates to approximately 8 to 9 new transit riders during the peak hours. Assuming the existing transit service would remain unchanged, with five bus lines and the Mountain View-Alum Rock LRT line providing service near the project site, the new riders due to the proposed project can be accommodated by the current available capacity of the transit service in the study area.

Bicycle and Pedestrian Facilities

There are several bike lanes and bike paths in the vicinity of the project site. In addition, the San Jose Bike Plan 2020 and Envision 2040 General Plan identifies planned improvements to the bicycle network within the City and provides policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In the immediate area of the project, a Class I off-Street trail is planned to run generally around the perimeter of the America Center Campus with connections to the Baylands Park Trail near the Lafayette Street/Gold Street Connector intersection and San Tomas Aquino Creek. An additional connection to the Bay Trail is proposed as part of the Residence Inn project at the northern termination of America Center Court.

Pedestrian facilities in the immediate project area are limited. In particular, there are no sidewalks provided along America Center Court, the east side of America Center Drive along the Building 5 frontage, and either side of America Center Drive between the Gold Street Connector and the Building 5 frontage which are all private street segments. Sidewalks are provided along both sides of America Center Drive north of the Building 5 frontage. There is an unpaved walkway provided along the west side of America Center Drive between the America Center office buildings and the Gold Street Connector.

It is unlikely that the proposed project will result in measurable increase of pedestrians given that the nearest commercial uses and transit services are located more than 1.5 miles from the project site. However, pedestrian traffic from the project site could include the recreational use of the Baylands Park Trail by employees that runs along the north side of SR 237. Access to the trail is provided at the SR 237 and Great America westbound ramps intersection. The intersection provides controlled crosswalks across Great America Parkway on its north approach and across the SR 237 westbound on-ramp. Use of the trail and crosswalks at the SR 237 and Great America westbound ramps intersection by pedestrians originating from the proposed Building 5 will require crossing America Center Drive. Given the lack of pedestrian facilities along the east side of Great America Parkway south of the project site, it is not recommended that sidewalks be provided along the Building 5 frontage. Instead, pedestrians should be directed with wayfaring signs to the use of the parking lot drive aisles and entrances along America Center Drive located between Buildings 1-2 and 3-5.

Transportation Demand Management

The project will establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the demand for

on-site parking discussed above. The TDM program should encourage multimodal travel and use of the extensive transit services and pedestrian/bicycle facilities in the North San Jose area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant employee participation. An effective TDM program that includes several of the measures identified below can easily achieve a 25% percent reduction in work-related vehicle trips that result in a reduction in trips generated by the project and parking demand. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. The project TDM program could include, but would not be limited to, the following elements to reduce vehicle trips:

- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
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- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

America Center Phase III Building 5 Development

Technical Appendices

March 28, 2017

Appendix A

Traffic Counts

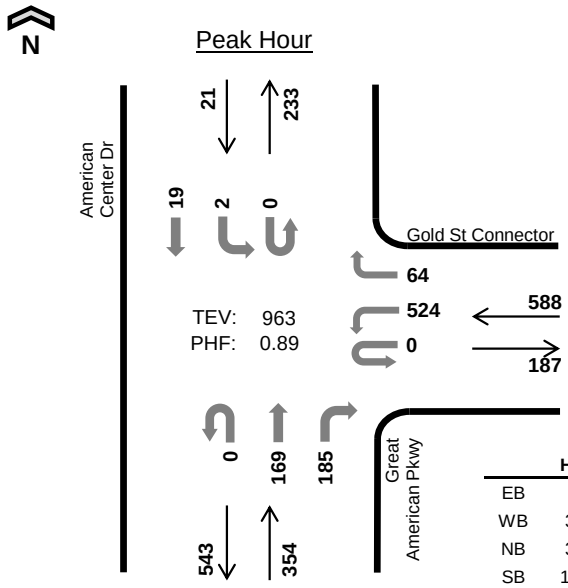
America Center Phase 3 Building 5 Count Summary

Study Int #	Traffix Int #	N/S Street	E/W Street	Location	AM Date	AM Source	PM Date	PM Source
1	4119	Great America Parkway	Gold Street	San Jose	01/28/15	TMC	01/28/15	TMC
2	3557	Lafayette Street	Gold Street Connector	San Jose	01/28/15	TMC	01/28/15	TMC
3	3028	Great America Parkway	SR-237 (N) *	San Jose	01/26/16	TMC	09/11/14	CMP
4	3029	Great America Parkway	SR-237 (S) *	San Jose	01/26/16	TMC	09/11/14	CMP
5	4006	Great America Parkway	Great America Way	Santa Clara	01/26/16	TMC	01/26/16	TMC
6	4005	Great America Parkway	Alviso Road	Santa Clara	01/26/16	TMC	01/26/16	TMC
7	4004	Great America Parkway	Bunker Hill Lane	Santa Clara	01/26/16	TMC	01/26/16	TMC
8	1207	Great America Parkway	Tasman Drive *	Santa Clara	10/27/15	TMC	09/16/14	CMP
9	4003	Great America Parkway	Old Glory Lane	Santa Clara	01/26/16	TMC	01/26/16	TMC
10	4002	Great America Parkway	Patrick Henry Drive	Santa Clara	01/26/16	TMC	01/26/16	TMC
11	1206	Great America Parkway	Mission College Boulevard *	Santa Clara	10/29/15	TMC	09/17/14	CMP
12	1209	Great America Parkway	US 101 Northbound Ramps *	Santa Clara	01/26/16	TMC	09/30/14	CMP
13	1208	Bowers Avenue	US 101 Southbound Ramps *	Santa Clara	01/26/16	TMC	09/30/14	CMP
14	4010	Lafayette Street	Calle De Luna	Santa Clara	08/12/14	TMC	08/12/14	TMC
15	4009	Calle Del Sol	Tasman Drive	Santa Clara	08/12/14	TMC	08/12/14	TMC
16	801	Lick Mill Boulevard	Tasman Drive	Santa Clara	08/12/14	TMC	08/12/14	TMC
17	9423	America Center Drive	Project Access Road	San Jose	01/28/15	TMC	01/28/15	TMC
18	603	Lafayette Street	Great America Way	Santa Clara	01/28/15	TMC	01/28/15	TMC

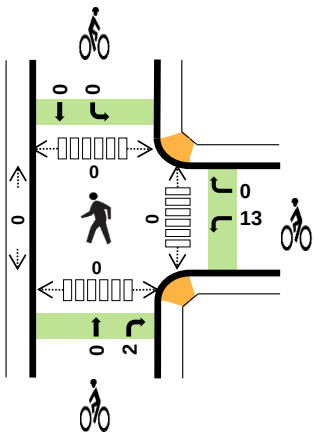
TMC = turning movement count, CMP = Congestion Management Program
* Denotes CMP Intersection

American Center Dr
Gold St Connector

Date: 01/28/2015
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	3.2%	0.92
NB	3.1%	0.86
SB	19.0%	0.75
TOTAL	3.5%	0.89



Two-Hour Count Summaries

Interval Start	0				Gold St Connector				Great American Pkwy				American Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	81	0	9	0	0	33	32	0	0	6	0	161	0
7:15 AM	0	0	0	0	0	115	0	10	0	0	26	36	0	0	4	0	191	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**139**	**0**	**18**	**0**	**0**	**50**	**31**	**0**	**1**	**4**	**0**	**243**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**139**	**0**	**21**	**0**	**0**	**51**	**52**	**0**	**1**	**5**	**0**	**269**	864
8:00 AM	**0**	**0**	**0**	**0**	**0**	**117**	**0**	**12**	**0**	**0**	**33**	**50**	**0**	**0**	**7**	**0**	**219**	922
8:15 AM	**0**	**0**	**0**	**0**	**0**	**129**	**0**	**13**	**0**	**0**	**35**	**52**	**0**	**0**	**3**	**0**	**232**	**963**
8:30 AM	0	0	0	0	0	135	0	16	0	0	37	49	0	1	1	0	239	959
8:45 AM	0	0	0	0	0	132	0	20	0	0	42	62	0	2	5	0	263	953
Count Total	0	0	0	0	0	987	0	119	0	0	307	364	0	5	35	0	1,817	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**524**	**0**	**64**	**0**	**0**	**169**	**185**	**0**	**2**	**19**	**0**	**963**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**1**	**0**	**0**	**3**	**8**	**0**	**1**	**3**	**0**	**34**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**2%**	**-**	**-**	**2%**	**4%**	**-**	**50%**	**16%**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	6	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	4	3	0	*7*	0	3	1	0	*4*	0	0	0	0	*0*
7:30 AM	**0**	**7**	**4**	**1**	***12***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**5**	**3**	**3**	***11***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**1**	**1**	**0**	***2***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**6**	**3**	**0**	***9***	**0**	**5**	**2**	**0**	***7***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	2	0	0	*2*	0	7	0	0	*7*	0	0	0	0	*0*
8:45 AM	0	2	6	1	*9*	0	7	0	0	*7*	0	0	0	0	*0*
Count Total	0	27	26	6	*59*	0	30	3	0	*33*	0	0	0	0	*0*
Peak Hr	**0**	**19**	**11**	**4**	***34***	**0**	**13**	**2**	**0**	***15***	**0**	**0**	**0**	**0**	***0***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Gold St Connector				Great American Pkwy				American Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	1	0	7	0
7:15 AM	0	0	0	0	0	4	0	0	0	0	1	2	0	0	0	0	7	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**1**	**0**	**12**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**2**	**0**	**11**	37
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	32
8:15 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**9**	**34**
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	24
8:45 AM	0	0	0	0	0	2	0	0	0	0	2	4	0	1	0	0	9	22
Count Total	0	0	0	0	0	26	0	1	0	0	7	19	0	2	4	0	59	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**1**	**0**	**0**	**3**	**8**	**0**	**1**	**3**	**0**	**34**	**0**

Two-Hour Count Summaries - Bikes

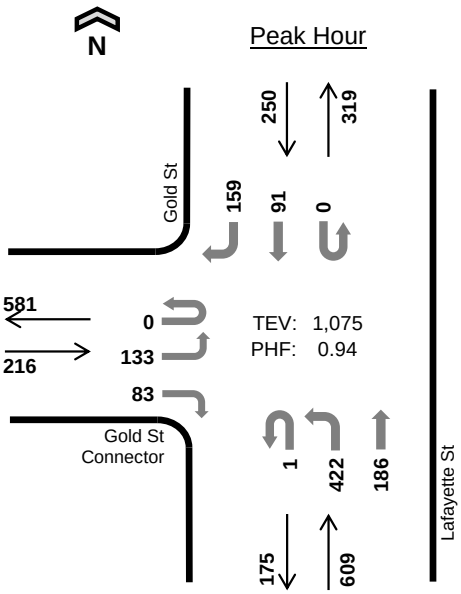
Interval Start	0			Gold St Connector			Great American Pkwy			American Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	1	0	0	0	4	0
7:30 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:45 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	10
8:00 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	12
8:15 AM	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**7**	**15**
8:30 AM	0	0	0	6	0	1	0	0	0	0	0	0	7	19
8:45 AM	0	0	0	7	0	0	0	0	0	0	0	0	7	23
Count Total	0	0	0	29	0	1	0	0	3	0	0	0	33	0
Peak Hour	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**15**	**0**

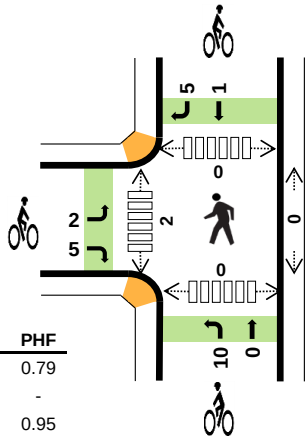
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Gold St
Gold St Connector

Date: 01/28/2015
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	4.2%	0.79
WB	-	-
NB	1.8%	0.95
SB	2.4%	0.84
TOTAL	2.4%	0.94

Two-Hour Count Summaries

Interval Start		Gold St Connector Eastbound				0 Westbound				Lafayette St Northbound				Gold St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	14	0	18	0	0	0	0	2	60	15	0	0	0	21	33	163	0
7:15 AM		0	28	0	8	0	0	0	0	1	98	18	0	0	0	17	41	211	0
7:30 AM		0	20	0	12	0	0	0	0	0	104	24	0	0	0	41	55	256	0
7:45 AM		0	35	0	18	0	0	0	0	0	109	36	0	0	0	27	56	281	911
8:00 AM		**0**	**26**	**0**	**20**	**0**	**0**	**0**	**0**	**1**	**93**	**41**	**0**	**0**	**0**	**31**	**32**	**244**	992
8:15 AM		**0**	**30**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**113**	**42**	**0**	**0**	**0**	**19**	**40**	**264**	1,045
8:30 AM		**0**	**31**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**100**	**59**	**0**	**0**	**0**	**24**	**50**	**285**	1,074
8:45 AM		**0**	**46**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**116**	**44**	**0**	**0**	**0**	**17**	**37**	**282**	**1,075**
Count Total		0	230	0	139	0	0	0	0	4	793	279	0	0	0	197	344	1,986	0
Peak Hour	**All**	**0**	**133**	**0**	**83**	**0**	**0**	**0**	**0**	**1**	**422**	**186**	**0**	**0**	**0**	**91**	**159**	**1,075**	**0**
	HV	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**3**	**3**	**26**	**0**
	HV%	**-**	**2%**	**-**	**7%**	**-**	**-**	**-**	**-**	**0%**	**2%**	**1%**	**-**	**-**	**-**	**3%**	**2%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	5	0	1	0	*6*	1	0	1	0	*2*	0	0	0	0	*0*
7:15 AM	3	0	4	2	*9*	0	0	1	1	*2*	0	0	0	0	*0*
7:30 AM	1	0	5	7	*13*	0	0	2	1	*3*	0	0	0	0	*0*
7:45 AM	2	0	2	4	*8*	0	0	3	0	*3*	0	0	0	0	*0*
8:00 AM	**1**	**0**	**1**	**1**	***3***	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**0**	**0**	*1*
8:15 AM	**3**	**0**	**5**	**3**	***11***	**2**	**0**	**2**	**0**	***4***	**0**	**1**	**0**	**0**	*1*
8:30 AM	**0**	**0**	**2**	**1**	***3***	**2**	**0**	**4**	**3**	***9***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**5**	**0**	**3**	**1**	***9***	**3**	**0**	**3**	**2**	***8***	**0**	**0**	**0**	**0**	***0***
Count Total	20	0	23	19	*62*	8	0	17	8	*33*	0	2	0	0	*2*
Peak Hr	**9**	**0**	**11**	**6**	***26***	**7**	**0**	**10**	**6**	***23***	**0**	**2**	**0**	**0**	***2***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Gold St Connector				0				Lafayette St				Gold St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	6	0
7:15 AM	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	2	9	0
7:30 AM	0	0	0	1	0	0	0	0	0	4	1	0	0	0	3	4	13	0
7:45 AM	0	0	0	2	0	0	0	0	0	1	1	0	0	0	1	3	8	36
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	33
8:15 AM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**2**	**11**	35
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	25
8:45 AM	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**9**	**26**
Count Total	0	8	0	12	0	0	0	0	1	17	5	0	0	0	7	12	62	0
Peak Hour	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**3**	**3**	**26**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Gold St Connector			0			Lafayette St			Gold St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	1	3	0
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	3	10
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	10
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	12
8:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**9**	18
8:45 AM	**2**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**8**	**23**
Count Total	3	0	5	0	0	0	17	0	0	0	1	7	33	0
Peak Hour	**2**	**0**	**5**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**1**	**5**	**23**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

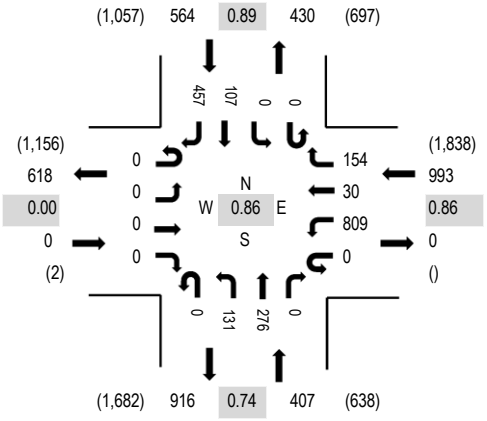
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

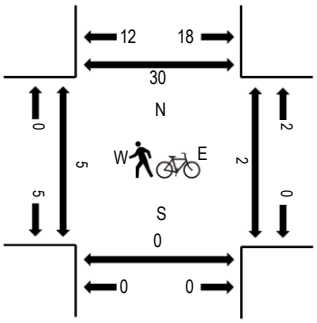
Location: 8 GREAT AMERICA PKWY & SR-237(N) AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

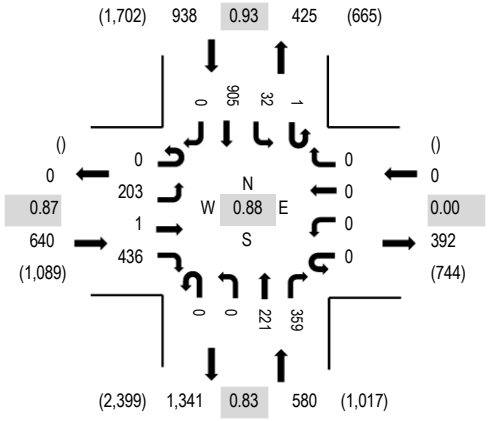
Interval Start Time	SR-237(N) Eastbound				SR-237(N) Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	0	1	0	135	2	22	0	14	30	0	0	0	14	71	289	1,571	1	0	0	0
7:15:00 AM	0	0	0	0	0	152	16	13	0	13	39	0	0	0	20	95	348	1,726	3	1	0	1
7:30:00 AM	0	0	0	0	0	166	31	36	0	16	44	0	0	0	21	106	420	1,882	0	1	0	1
7:45:00 AM	0	0	0	1	0	228	11	33	0	25	50	0	0	0	28	138	514	1,907	3	0	0	0
8:00:00 AM	0	0	0	0	0	198	4	36	0	21	53	0	0	0	30	102	444	1,964	5	0	0	4
8:15:00 AM	0	0	0	0	0	195	16	32	0	34	68	0	0	0	24	135	504		0	0	0	0
8:30:00 AM	0	0	0	0	0	184	6	33	0	36	57	0	0	0	31	98	445		0	0	0	0
8:45:00 AM	0	0	0	0	0	232	4	53	0	40	98	0	0	0	22	122	571		0	0	0	3
Count Total	0	0	0	2	0	1,490	90	258	0	199	439	0	0	0	190	867	3,535		12	2	0	9
Peak Hour	0	0	0	0	0	809	30	154	0	131	276	0	0	0	107	457	1,964		5	0	0	7

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

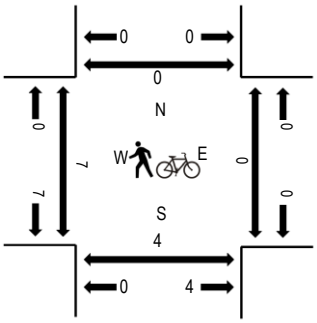
Location: 9 GREAT AMERICA PKWY & SR-237(S) AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR-237(S) Eastbound				SR-237(S) Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	26	0	52	0	0	0	0	0	0	24	57	0	4	147	0	310	1,650	1	0	1	0
7:15:00 AM	0	28	0	90	0	0	0	0	0	0	25	78	0	6	176	0	403	1,865	3	1	3	0
7:30:00 AM	0	33	0	91	0	0	0	0	0	0	32	93	0	14	176	0	439	1,962	1	1	0	0
7:45:00 AM	0	37	0	92	0	0	0	0	0	0	35	93	0	7	234	0	498	2,045	3	0	1	0
8:00:00 AM	0	35	0	120	0	0	0	0	0	0	48	87	0	7	228	0	525	2,158	6	0	4	0
8:15:00 AM	0	43	0	99	0	0	0	0	0	0	60	81	0	5	212	0	500		0	0	0	0
8:30:00 AM	0	51	0	108	0	0	0	0	0	0	41	88	0	13	221	0	522		0	0	0	0
8:45:00 AM	0	74	1	109	0	0	0	0	0	0	72	103	1	7	244	0	611		1	0	0	0
Count Total	0	327	1	761	0	0	0	0	0	0	337	680	1	63	1,638	0	3,808		15	2	9	0
Peak Hour	0	203	1	436	0	0	0	0	0	0	221	359	1	32	905	0	2,158		7	0	4	0

All Traffic Data Services Inc.

(303) 216-2439
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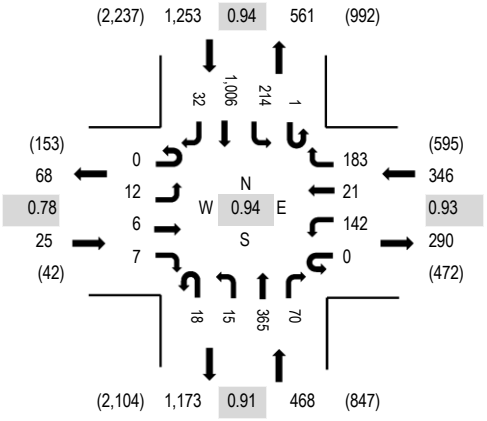
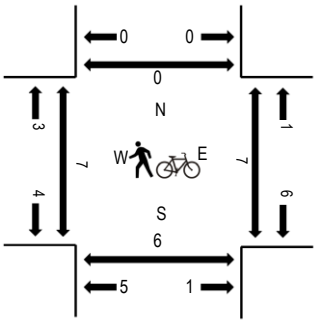
Location: 1 GREAT AMERICA PKWY & GREAT AMERICA WAY AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	GREAT AMERICA WAY Eastbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	1	0	0	12	1	26	4	11	59	7	0	19	161	5	306	1,629	0	1	1	0
7:15:00 AM	0	0	3	1	0	33	1	33	2	8	64	13	0	32	193	10	393	1,854	4	2	1	1
7:30:00 AM	0	5	2	0	0	20	2	24	5	7	84	4	0	46	199	11	409	1,963	7	1	1	2
7:45:00 AM	0	1	1	3	0	38	13	46	4	6	89	12	0	42	256	10	521	2,055	3	0	0	0
8:00:00 AM	0	4	1	3	0	38	5	45	8	2	82	11	1	67	253	11	531	2,092	5	4	4	0
8:15:00 AM	0	3	3	1	0	37	6	40	5	4	100	20	0	46	228	9	502		2	1	1	0
8:30:00 AM	0	4	2	0	0	33	1	48	3	6	84	17	0	45	251	7	501		0	0	0	0
8:45:00 AM	0	1	0	3	0	34	9	50	2	3	99	22	0	56	274	5	558		0	2	1	0
Count Total	0	18	13	11	0	245	38	312	33	47	661	106	1	353	1,815	68	3,721		21	11	9	3
Peak Hour	0	12	6	7	0	142	21	183	18	15	365	70	1	214	1,006	32	2,092		7	7	6	0

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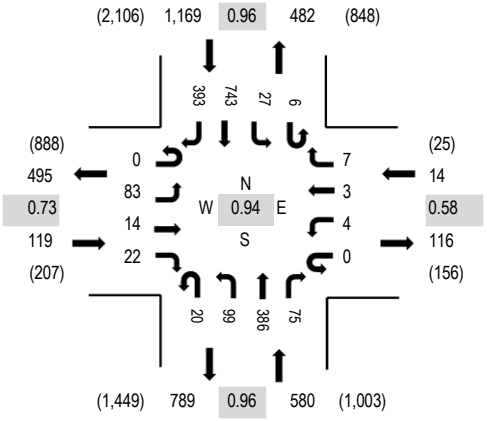
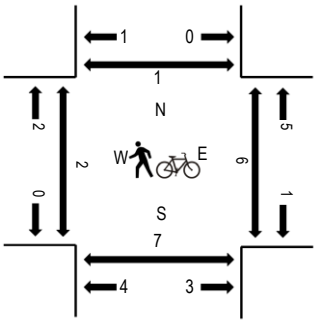
Location: 2 GREAT AMERICA PKWY & ALVISO RD AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	ALVISO RD Eastbound				ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	15	1	13	0	2	0	1	4	11	56	8	0	0	119	53	283	1,459	0	0	0	0
7:15:00 AM	0	14	0	8	0	2	0	0	5	18	72	3	2	3	159	76	362	1,638	1	1	0	1
7:30:00 AM	0	12	1	6	0	0	0	0	3	18	89	8	1	3	132	76	349	1,736	2	1	0	0
7:45:00 AM	0	15	0	3	0	2	3	1	2	31	87	8	1	5	200	107	465	1,846	0	1	0	1
8:00:00 AM	0	20	2	4	0	1	1	0	4	25	90	20	3	7	178	107	462	1,882	0	1	0	0
8:15:00 AM	0	24	1	5	0	0	0	2	3	25	104	19	1	6	173	97	460		0	1	0	0
8:30:00 AM	0	14	2	6	0	0	2	2	3	28	99	11	0	5	186	101	459		0	2	3	0
8:45:00 AM	0	25	9	7	0	3	0	3	10	21	93	25	2	9	206	88	501		1	1	3	1
Count Total	0	139	16	52	0	10	6	9	34	177	690	102	10	38	1,353	705	3,341		4	8	6	3
Peak Hour	0	83	14	22	0	4	3	7	20	99	386	75	6	27	743	393	1,882		1	5	6	1

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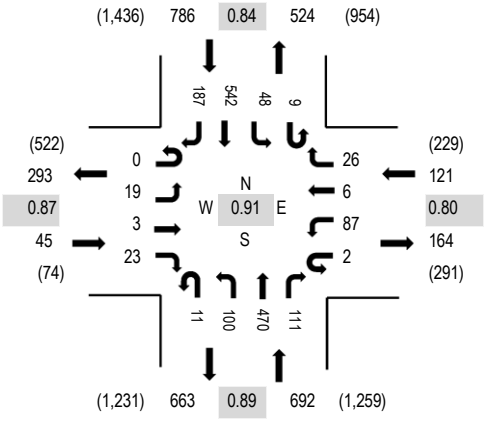
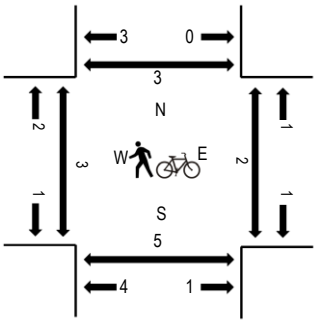
Location: 3 GREAT AMERICA PKWY & BUNKER HILL LN AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BUNKER HILL LN Eastbound				BUNKER HILL LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	2	0	0	0	14	2	4	2	28	78	14	2	6	115	20	287	1,354	0	2	3	0
7:15:00 AM	0	3	1	2	0	18	2	8	1	17	80	17	3	11	121	22	306	1,445	1	0	0	0
7:30:00 AM	0	7	3	2	0	18	5	4	0	31	108	25	4	10	111	30	358	1,556	0	0	0	0
7:45:00 AM	0	4	0	5	0	20	4	9	0	22	113	31	1	9	139	46	403	1,595	3	0	2	5
8:00:00 AM	0	10	0	3	2	23	1	10	6	21	103	18	3	15	119	44	378	1,644	0	1	1	0
8:15:00 AM	0	2	0	6	0	27	3	8	1	28	128	37	5	9	115	48	417		0	0	0	0
8:30:00 AM	0	4	1	6	0	23	1	4	2	26	110	26	1	15	132	46	397		0	0	2	3
8:45:00 AM	0	3	2	8	0	14	1	4	2	25	129	30	0	9	176	49	452		2	1	2	0
Count Total	0	35	7	32	2	157	19	51	14	198	849	198	19	84	1,028	305	2,998		6	4	10	8
Peak Hour	0	19	3	23	2	87	6	26	11	100	470	111	9	48	542	187	1,644		2	2	5	3

All Traffic Data Services Inc.
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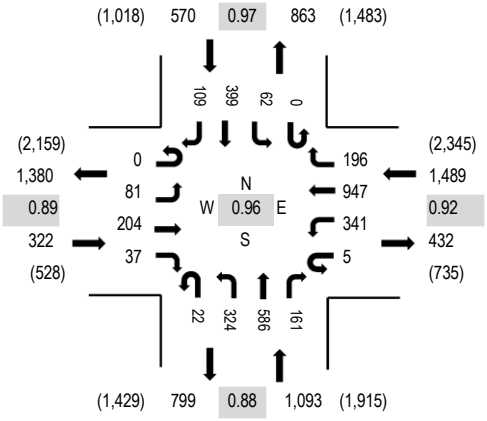
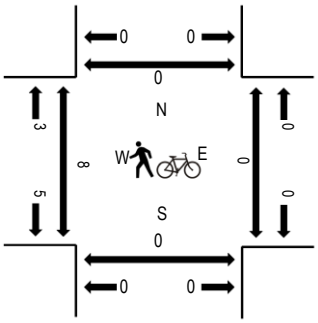
Location: 62 GREAT AMERICA PKWY & TASMAN DR AM
Date and Start Time: Tuesday, October 27, 2015
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	1	5	16	4	1	38	70	19	7	44	84	17	0	11	91	4	412	2,332	0	0	0	0
7:15:00 AM	0	11	21	10	1	55	97	19	2	39	119	29	0	11	98	7	519	2,702	0	0	0	0
7:30:00 AM	1	17	47	6	3	80	155	39	5	56	121	29	0	13	74	18	664	3,074	3	0	4	0
7:45:00 AM	0	15	38	14	3	50	196	30	3	72	141	54	0	9	93	19	737	3,310	0	5	2	0
8:00:00 AM	0	20	37	8	2	90	203	22	3	88	134	28	0	22	103	22	782	3,474	1	0	0	0
8:15:00 AM	0	10	58	9	2	57	254	56	7	80	174	49	0	13	103	19	891		0	0	0	0
8:30:00 AM	0	29	50	11	0	99	250	49	3	88	128	48	0	15	92	38	900		5	0	0	0
8:45:00 AM	0	22	59	9	1	95	240	69	9	68	150	36	0	12	101	30	901		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	1	0	0	0	4	0	0	0	4	0	10
Lights	0	81	200	34	5	322	928	189	21	305	565	153	0	57	388	109	3,357
Mediums	0	0	4	3	0	18	18	7	1	19	17	8	0	5	7	0	107
Total	0	81	204	37	5	341	947	196	22	324	586	161	0	62	399	109	3,474

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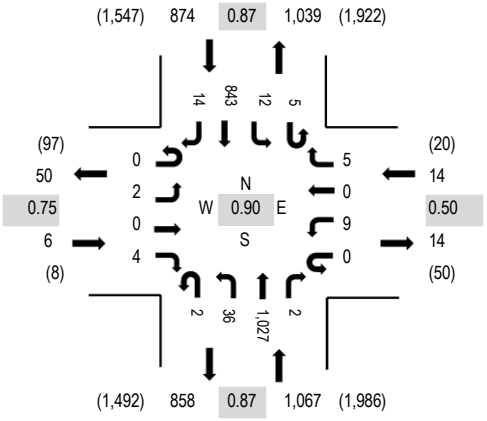
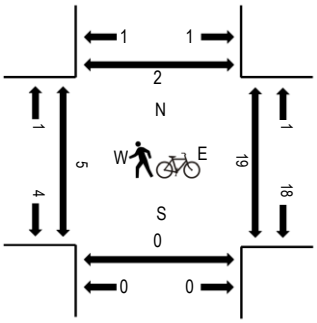
Location: 4 GREAT AMERICA PKWY & OLD GLORY LN AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD GLORY LN Eastbound				OLD GLORY LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	0	0	0	2	0	0	2	4	177	0	0	8	141	2	336	1,600	0	0	0	0
7:15:00 AM	0	0	0	1	0	1	0	0	0	10	212	1	1	14	147	2	389	1,681	1	0	0	0
7:30:00 AM	0	0	0	1	0	1	0	0	0	9	247	0	0	8	137	1	404	1,836	0	7	0	0
7:45:00 AM	0	0	0	0	0	1	0	1	0	13	243	1	2	4	200	6	471	1,909	4	5	0	2
8:00:00 AM	0	1	0	0	0	1	0	0	0	2	233	0	2	3	173	2	417	1,961	1	3	0	0
8:15:00 AM	0	0	0	2	0	1	0	1	0	10	296	0	0	3	228	3	544		1	5	0	2
8:30:00 AM	0	0	0	1	0	2	0	2	0	12	251	1	1	2	203	2	477		1	4	0	0
8:45:00 AM	0	1	0	1	0	5	0	2	2	12	247	1	2	4	239	7	523		2	6	0	0
Count Total	0	2	0	6	0	14	0	6	4	72	1,906	4	8	46	1,468	25	3,561		10	30	0	4
Peak Hour	0	2	0	4	0	9	0	5	2	36	1,027	2	5	12	843	14	1,961		5	18	0	2

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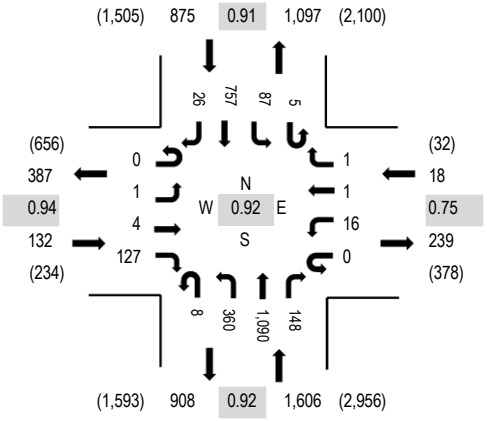
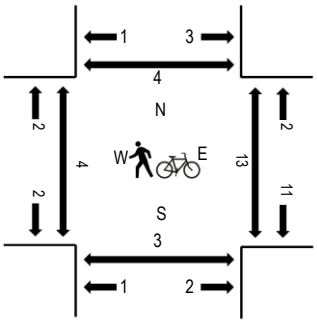
Location: 5 GREAT AMERICA PKWY & PATRICK HENRY DR AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PATRICK HENRY DR Eastbound				PATRICK HENRY DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	3	25	0	2	1	1	3	75	206	25	0	6	127	3	477	2,096	0	2	1	0
7:15:00 AM	0	1	1	15	0	4	0	0	0	47	237	14	4	10	145	2	480	2,204	1	3	1	0
7:30:00 AM	0	0	1	18	0	1	0	2	1	55	287	28	3	5	135	5	541	2,405	0	3	0	0
7:45:00 AM	0	0	1	37	0	3	0	0	2	78	261	31	1	14	167	3	598	2,512	2	5	0	0
8:00:00 AM	0	0	2	30	0	5	0	1	0	76	236	32	1	18	181	3	585	2,631	1	6	1	0
8:15:00 AM	0	0	1	30	0	3	0	0	3	89	308	38	2	15	189	3	681		0	2	0	1
8:30:00 AM	0	1	1	32	0	3	1	0	2	86	266	34	2	17	194	9	648		0	3	0	1
8:45:00 AM	0	0	0	35	0	5	0	0	3	109	280	44	0	37	193	11	717		3	1	2	2
Count Total	0	2	10	222	0	26	2	4	14	615	2,081	246	13	122	1,331	39	4,727		7	25	5	4
Peak Hour	0	1	4	127	0	16	1	1	8	360	1,090	148	5	87	757	26	2,631		4	12	3	4

All Traffic Data Services Inc.
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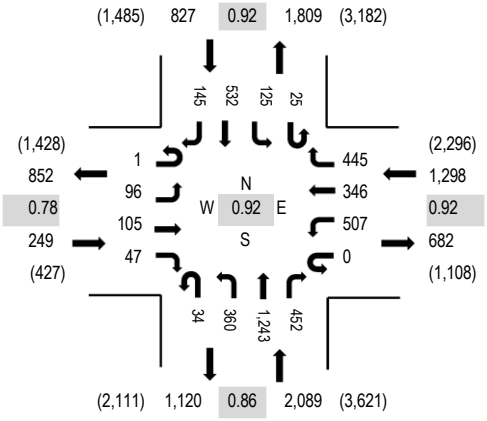
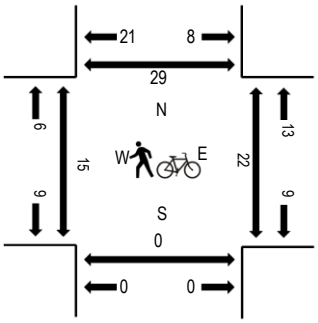
Location: 63 GREAT AMERICA PKWY & MISSION COLLEGE BLVD AM
Date and Start Time: Thursday, Oct 29, 2015
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	10	11	6	0	75	29	67	7	48	200	47	2	21	97	21	641	3,366	4	2	2	3
7:15:00 AM	1	16	13	14	0	92	46	54	6	72	245	65	8	16	122	20	790	3,756	8	4	0	3
7:30:00 AM	0	18	25	7	0	158	75	103	8	64	219	61	4	34	115	25	916	4,019	3	11	1	8
7:45:00 AM	0	30	15	12	0	137	69	93	26	73	301	90	3	28	109	33	1,019	4,268	9	8	0	4
8:00:00 AM	1	18	21	11	0	125	80	123	13	88	273	85	7	27	133	26	1,031	4,463	5	2	0	6
8:15:00 AM	0	24	18	11	0	139	72	107	4	76	319	96	6	27	127	27	1,053		0	3	0	5
8:30:00 AM	0	26	31	8	0	130	95	126	7	75	314	129	8	42	123	51	1,165		4	4	0	8
8:45:00 AM	0	28	35	17	0	113	99	89	10	121	337	142	4	29	149	41	1,214		5	11	0	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	13	0	0	0	5	1	20
Lights	1	92	101	45	0	504	341	432	34	358	1,182	442	25	117	502	140	4,316
Mediums	0	4	4	1	0	3	5	13	0	2	48	10	0	8	25	4	127
Total	1	96	105	47	0	507	346	445	34	360	1,243	452	25	125	532	145	4,463

All Traffic Data Services Inc.

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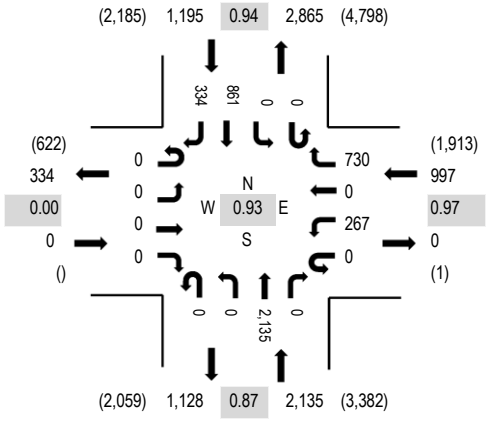
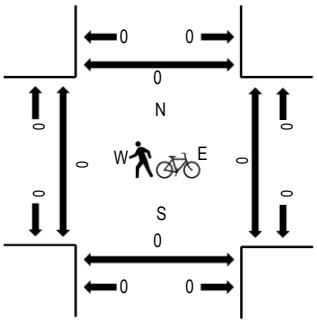
Location: 6 GREAT AMERICA PKWY & US101 NB RAMPS AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

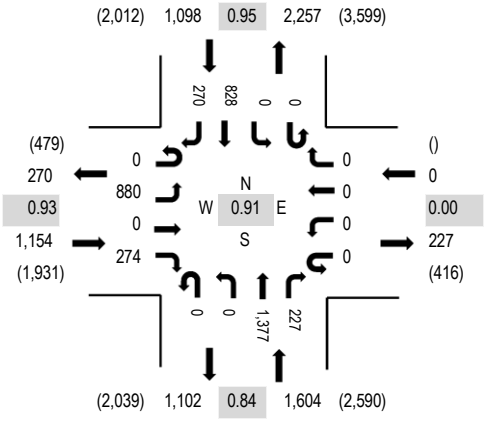
Interval Start Time	US101 NB RAMPS Eastbound				US101 NB RAMPS Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	0	0	0	58	0	206	0	0	216	0	0	0	167	48	695	3,153	0	0	0	0
7:15:00 AM	0	0	0	0	0	62	0	154	0	0	266	0	0	0	165	65	712	3,449	0	0	0	0
7:30:00 AM	0	0	0	0	0	49	0	136	0	0	354	0	0	0	183	92	814	3,810	0	0	0	0
7:45:00 AM	0	0	0	0	0	60	0	191	0	0	410	1	0	0	187	83	932	4,102	0	0	0	0
8:00:00 AM	0	0	0	0	0	64	0	189	0	0	420	0	0	0	229	89	991	4,327	0	0	0	0
8:15:00 AM	0	0	0	0	0	58	0	200	0	0	511	0	0	0	217	87	1,073		0	0	0	0
8:30:00 AM	0	0	0	0	0	72	0	169	0	0	592	0	0	0	184	89	1,106		0	0	0	0
8:45:00 AM	0	0	0	0	0	73	0	172	0	0	612	0	0	0	231	69	1,157		0	0	0	0
Count Total	0	0	0	0	0	496	0	1,417	0	0	3,381	1	0	0	1,563	622	7,480		0	0	0	0
Peak Hour	0	0	0	0	0	267	0	730	0	0	2,135	0	0	0	861	334	4,327		0	0	0	0

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

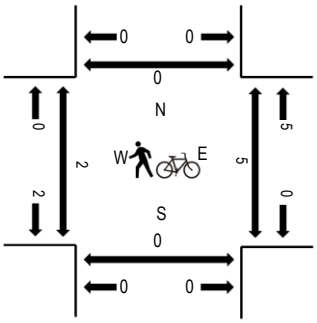
Location: 7 BOWERS AVE & US101 SB RAMPS AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US101 SB RAMPS Eastbound				US101 SB RAMPS Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	81	0	45	0	0	0	0	0	0	160	57	0	0	175	53	571	2,677	0	0	0	0
7:15:00 AM	0	123	0	45	0	0	0	0	0	0	161	29	0	0	168	50	576	2,992	2	0	0	0
7:30:00 AM	0	143	0	58	0	0	0	0	0	0	235	52	0	0	166	59	713	3,354	0	0	0	0
7:45:00 AM	0	198	0	84	0	0	0	0	0	0	241	51	0	0	196	47	817	3,619	2	0	0	0
8:00:00 AM	0	221	0	68	0	0	0	0	0	0	253	56	0	0	217	71	886	3,856	0	0	0	0
8:15:00 AM	0	205	0	66	0	0	0	0	0	0	339	52	0	0	210	66	938		0	0	0	0
8:30:00 AM	0	211	0	72	0	0	0	0	0	0	366	63	0	0	196	70	978		0	0	0	0
8:45:00 AM	0	243	0	68	0	0	0	0	0	0	419	56	0	0	205	63	1,054		1	0	0	0
Count Total	0	1,425	0	506	0	0	0	0	0	0	2,174	416	0	0	1,533	479	6,533		5	0	0	0
Peak Hour	0	880	0	274	0	0	0	0	0	0	1,377	227	0	0	828	270	3,856		1	0	0	0

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20AM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	29	2	0	31	8	0	8	0	16	30	96	1	0	127	0	0	0	0	0	174
07:15 AM	0	32	1	1	34	10	0	9	0	19	29	102	0	0	131	0	0	0	0	0	184
07:30 AM	0	29	2	6	37	19	0	19	0	38	31	157	1	0	189	0	0	0	0	0	264
07:45 AM	0	40	4	0	44	13	0	25	0	38	34	178	0	0	212	0	0	0	0	0	294
Total	0	130	9	7	146	50	0	61	0	111	124	533	2	0	659	0	0	0	0	0	916
08:00 AM	0	53	7	0	60	15	0	16	0	31	45	191	0	0	236	0	0	0	0	0	327
08:15 AM	0	35	8	11	54	29	0	15	0	44	65	188	1	0	254	0	0	0	0	0	352
08:30 AM	0	55	7	9	71	33	0	27	0	60	54	207	0	0	261	0	0	0	0	0	392
08:45 AM	0	45	13	2	60	23	0	24	0	47	68	212	0	0	280	0	0	0	0	0	387
Total	0	188	35	22	245	100	0	82	0	182	232	798	1	0	1031	0	0	0	0	0	1458
Grand Total	0	318	44	29	391	150	0	143	0	293	356	1331	3	0	1690	0	0	0	0	0	2374
Apprch %	0	81.3	11.3	7.4		51.2	0	48.8	0		21.1	78.8	0.2	0		0	0	0	0		
Total %	0	13.4	1.9	1.2	16.5	6.3	0	6	0	12.3	15	56.1	0.1	0	71.2	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	53	7	60	15	0	16	31	45	191	0	236	0	0	0	0	327
08:15 AM	0	35	8	43	29	0	15	44	65	188	**1**	254	0	0	0	0	341
08:30 AM	0	**55**	7	**62**	**33**	0	**27**	**60**	54	207	0	261	0	0	0	0	383
08:45 AM	0	45	**13**	58	23	0	24	47	**68**	**212**	0	**280**	0	0	0	0	**385**
Total Volume	0	188	35	223	100	0	82	182	232	798	1	1031	0	0	0	0	1436
% App. Total	0	84.3	15.7		54.9	0	45.1		22.5	77.4	0.1		0	0	0		
PHF	.000	.855	.673	.899	.758	.000	.759	.758	.853	.941	.250	.921	.000	.000	.000	.000	.932

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20AM FINAL
Site Code : 00000020
Start Date : 8/12/2014
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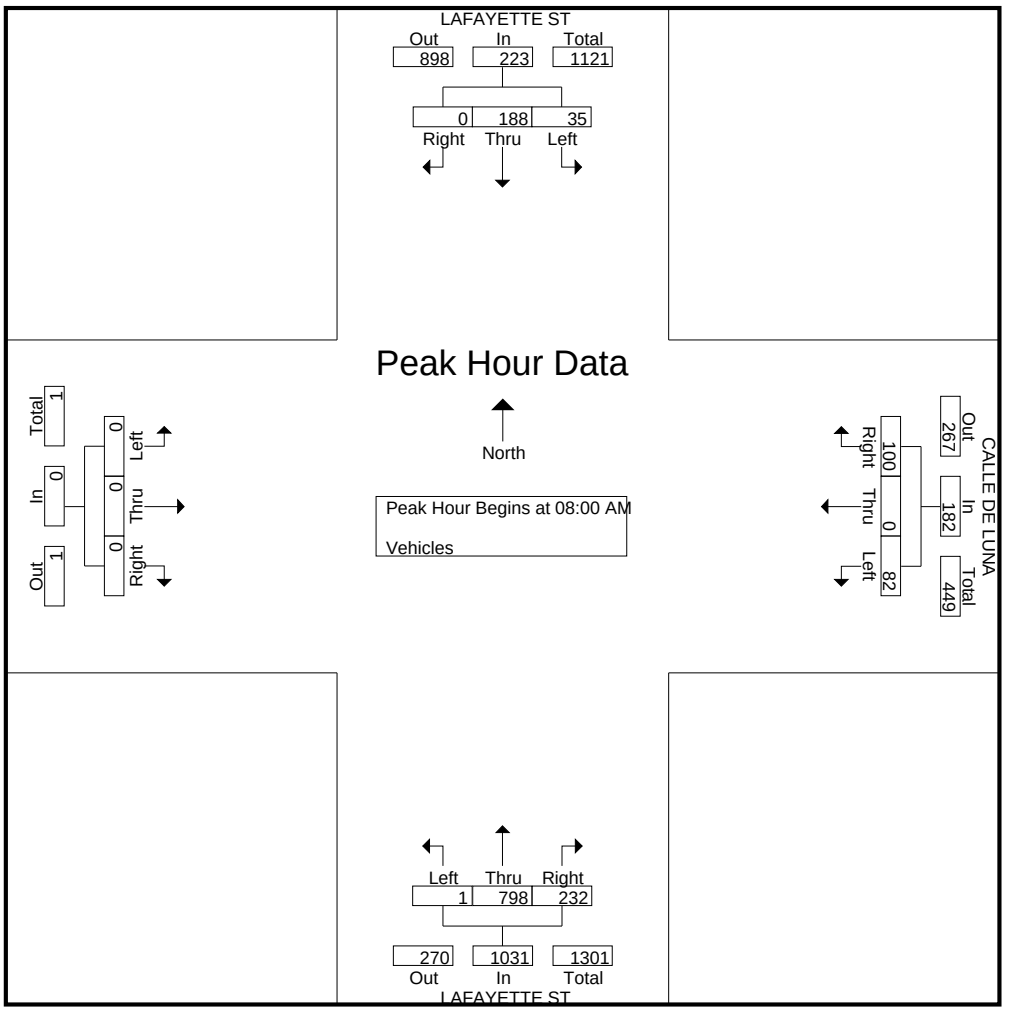

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	CALLE DE SOL Southbound					TASMAN DR Westbound					Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	0	14	0	31	15	87	0	2	104	0	0	0	0	0	0	22	9	0	31	166
07:15 AM	14	0	18	1	33	18	99	0	11	128	0	0	0	0	0	0	44	7	0	51	212
07:30 AM	24	0	9	0	33	35	157	0	7	199	0	0	0	0	0	0	55	12	0	67	299
07:45 AM	20	0	15	0	35	38	147	0	3	188	0	0	0	0	0	0	57	8	0	65	288
Total	75	0	56	1	132	106	490	0	23	619	0	0	0	0	0	0	178	36	0	214	965
08:00 AM	24	0	31	1	56	33	157	0	2	192	0	0	0	0	0	0	66	7	1	74	322
08:15 AM	34	0	31	0	65	43	192	0	14	249	0	0	0	0	0	0	59	11	0	70	384
08:30 AM	30	0	25	0	55	52	222	0	10	284	0	0	0	0	0	0	76	14	0	90	429
08:45 AM	43	0	35	0	78	37	273	0	13	323	0	0	0	0	0	0	43	8	0	51	452
Total	131	0	122	1	254	165	844	0	39	1048	0	0	0	0	0	0	244	40	1	285	1587
Grand Total	206	0	178	2	386	271	1334	0	62	1667	0	0	0	0	0	0	422	76	1	499	2552
Apprch %	53.4	0	46.1	0.5		16.3	80	0	3.7		0	0	0	0		0	84.6	15.2	0.2		
Total %	8.1	0	7	0.1	15.1	10.6	52.3	0	2.4	65.3	0	0	0	0	0	0	16.5	3	0	19.6	

	CALLE DE SOL Southbound				TASMAN DR Westbound				Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	24	0	31	55	33	157	0	190	0	0	0	0	0	66	7	73	318
08:15 AM	34	0	31	65	43	192	0	235	0	0	0	0	0	59	11	70	370
08:30 AM	30	0	25	55	**52**	222	0	274	0	0	0	0	0	**76**	**14**	**90**	419
08:45 AM	**43**	0	**35**	**78**	37	**273**	0	**310**	0	0	0	0	0	43	8	51	**439**
Total Volume	131	0	122	253	165	844	0	1009	0	0	0	0	0	244	40	284	1546
% App. Total	51.8	0	48.2		16.4	83.6	0		0	0	0		0	85.9	14.1		
PHF	.762	.000	.871	.811	.793	.773	.000	.814	.000	.000	.000	.000	.000	.803	.714	.789	.880

Traffic Data Service

Campbell, CA
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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 8/12/2014
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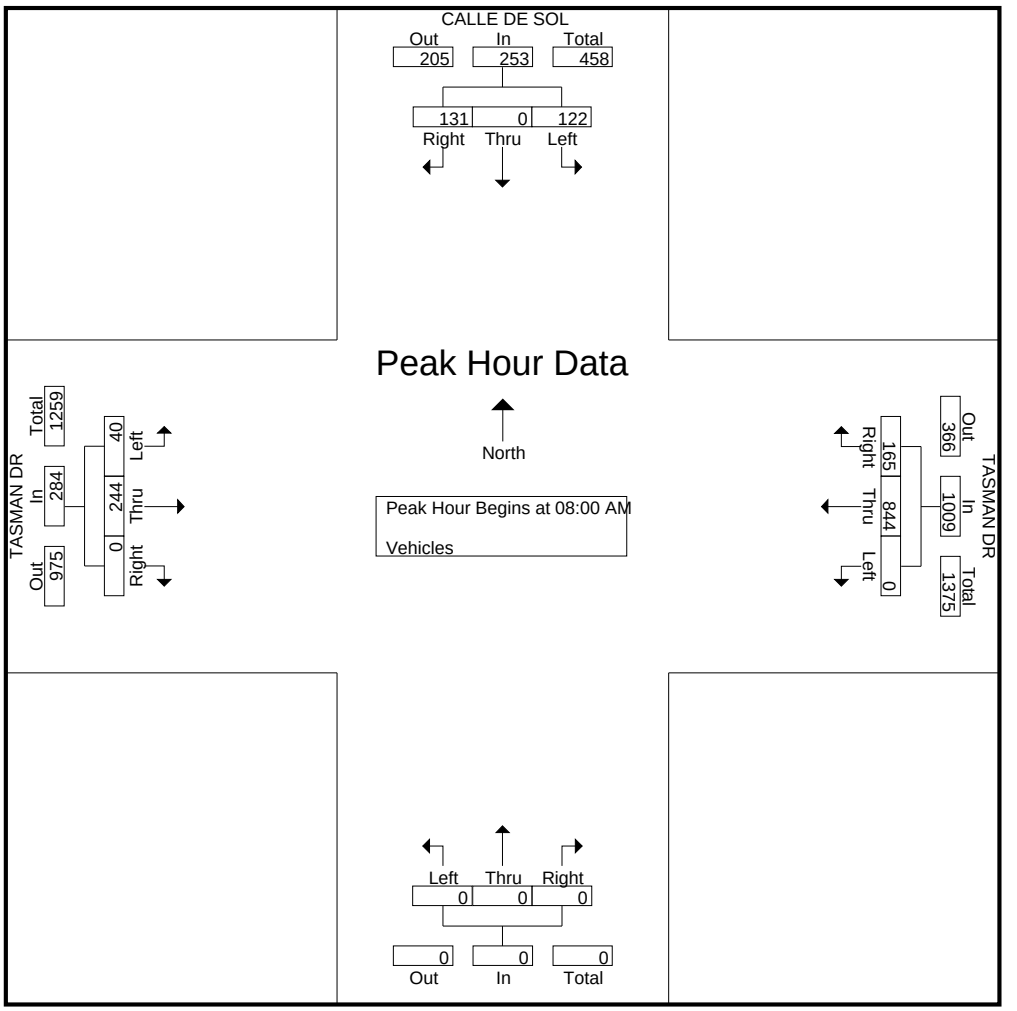

Traffic Data Service

Campbell, CA
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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	1	74	14	3	92	20	1	25	0	46	3	33	0	2	38	177
07:15 AM	0	0	0	3	3	2	84	4	0	90	28	4	31	2	65	11	53	0	2	66	224
07:30 AM	1	1	0	4	6	6	143	18	2	169	27	1	53	1	82	19	47	4	2	72	329
07:45 AM	0	0	2	4	6	4	148	20	1	173	61	4	50	0	115	17	56	1	4	78	372
Total	1	1	2	12	16	13	449	56	6	524	136	10	159	3	308	50	189	5	10	254	1102
08:00 AM	0	0	0	3	3	3	126	23	1	153	49	6	53	2	110	15	81	7	3	106	372
08:15 AM	0	1	0	0	1	2	170	27	4	203	64	4	64	4	136	9	71	6	1	87	427
08:30 AM	0	0	1	11	12	7	214	32	2	255	88	5	81	4	178	12	97	2	11	122	567
08:45 AM	0	0	2	7	9	6	204	40	0	250	99	12	93	2	206	6	71	4	4	85	550
Total	0	1	3	21	25	18	714	122	7	861	300	27	291	12	630	42	320	19	19	400	1916
Grand Total	1	2	5	33	41	31	1163	178	13	1385	436	37	450	15	938	92	509	24	29	654	3018
Apprch %	2.4	4.9	12.2	80.5		2.2	84	12.9	0.9		46.5	3.9	48	1.6		14.1	77.8	3.7	4.4		
Total %	0	0.1	0.2	1.1	1.4	1	38.5	5.9	0.4	45.9	14.4	1.2	14.9	0.5	31.1	3	16.9	0.8	1	21.7	

	DRIVEWAY Southbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	3	126	23	152	49	6	53	108	**15**	81	**7**	103	363
08:15 AM	0	**1**	0	1	2	170	27	199	64	4	64	132	9	71	6	86	418
08:30 AM	0	0	1	1	**7**	**214**	32	**253**	88	5	81	174	12	**97**	2	**111**	**539**
08:45 AM	0	0	**2**	**2**	6	204	**40**	250	**99**	**12**	**93**	**204**	6	71	4	81	537
Total Volume	0	1	3	4	18	714	122	854	300	27	291	618	42	320	19	381	1857
% App. Total	0	25	75		2.1	83.6	14.3		48.5	4.4	47.1		11	84	5		
PHF	.000	.250	.375	.500	.643	.834	.763	.844	.758	.563	.782	.757	.700	.825	.679	.858	.861

Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 8/12/2014
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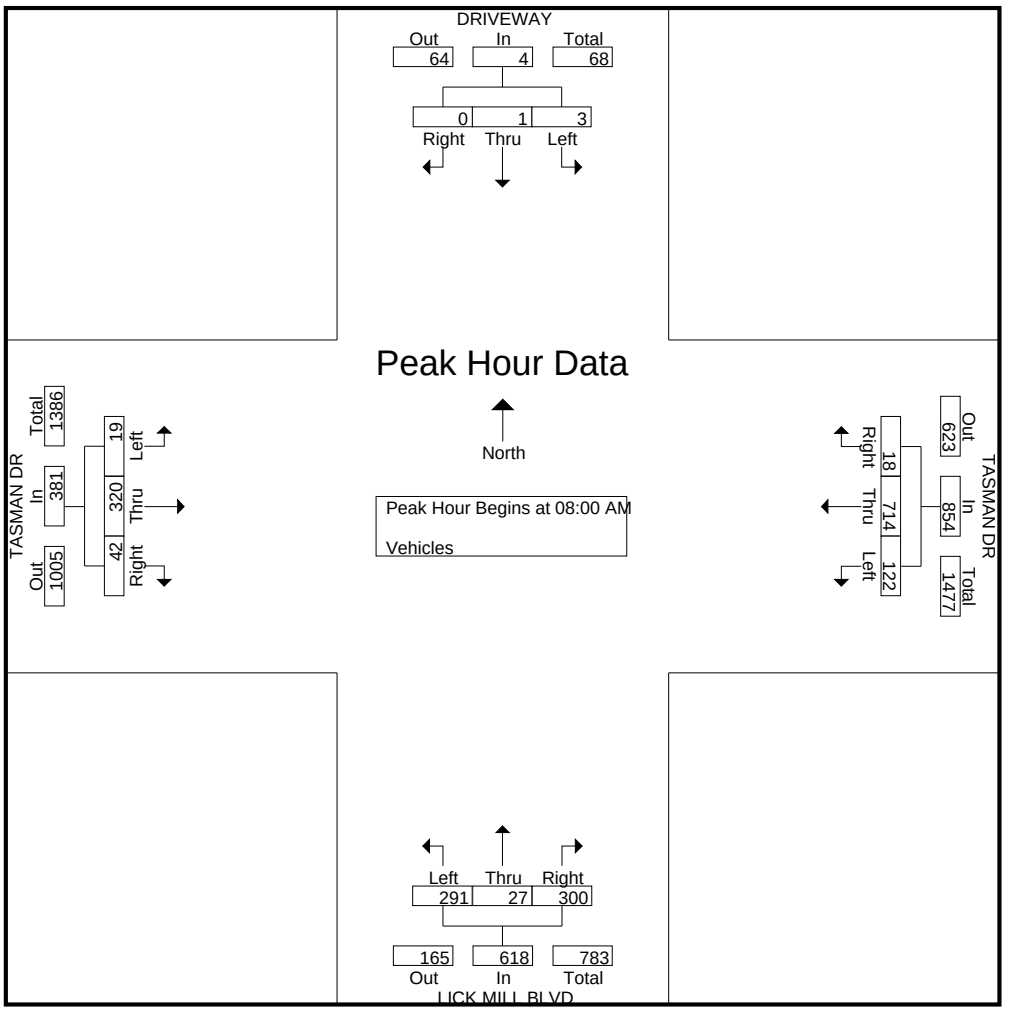
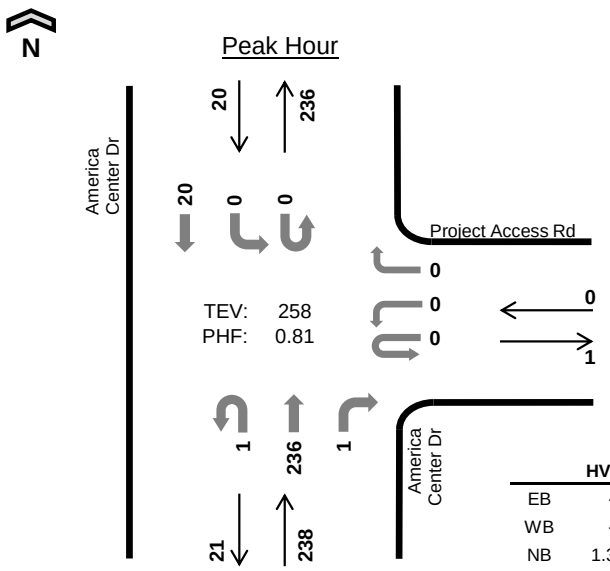
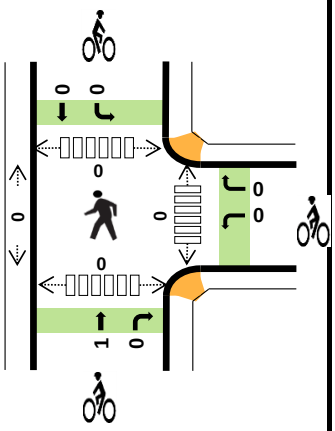


America Center Dr
Project Access Rd

Date: 01/28/2015
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	-	-
WB	-	-
NB	1.3%	0.80
SB	20.0%	0.71
TOTAL	2.7%	0.81

Two-Hour Count Summaries

Interval Start		0 Eastbound				Project Access Rd Westbound				America Center Dr Northbound				America Center Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	1	0	0	1	0	33	6	0	0	4	0	45	0
7:15 AM		0	0	0	0	0	2	0	0	0	0	35	3	0	0	2	0	42	0
7:30 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**0**	**0**	**5**	**0**	**73**	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**1**	**0**	**0**	**6**	**0**	**80**	240
8:00 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**7**	**0**	**53**	248
8:15 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**49**	**0**	**0**	**0**	**2**	**0**	**52**	**258**
8:30 AM		0	0	0	0	0	0	0	0	0	0	52	0	0	0	2	0	54	239
8:45 AM		0	0	0	0	0	1	0	0	0	0	58	1	0	0	7	0	67	226
Count Total		0	0	0	0	0	4	0	0	2	0	414	11	0	0	35	0	466	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**236**	**1**	**0**	**0**	**20**	**0**	**258**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**20%**	**-**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
8:45 AM	0	0	2	1	*3*	0	0	0	0	*0*	1	0	1	0	*2*
Count Total	0	0	9	5	*14*	0	0	2	0	*2*	1	0	1	0	*2*
Peak Hr	**0**	**0**	**3**	**4**	***7***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Project Access Rd				America Center Dr				America Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	9
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	3
Count Total	0	0	0	0	0	0	0	0	1	0	6	2	0	0	5	0	14	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	0			Project Access Rd			America Center Dr			America Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

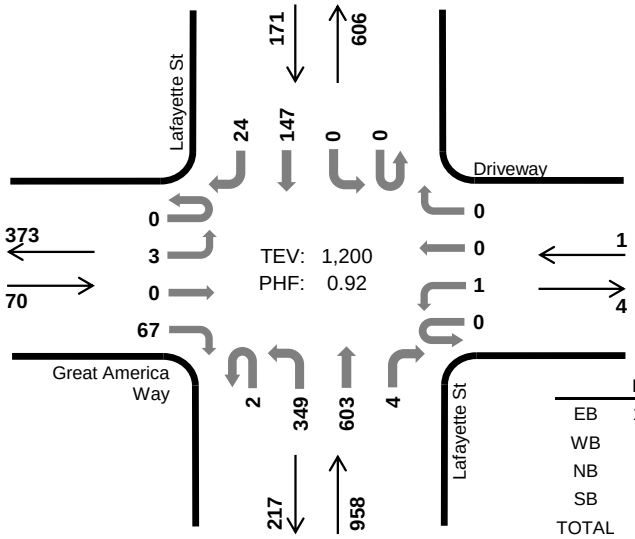
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

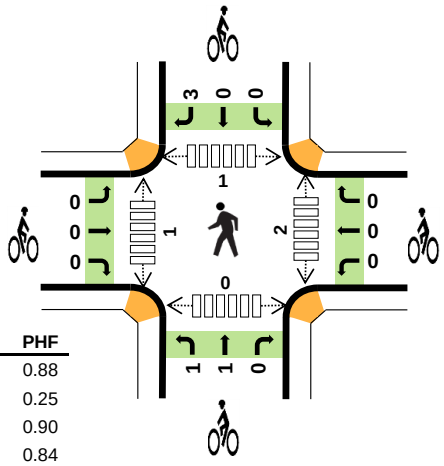
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Lafayette St
Driveway

Peak Hour

Date: 01/28/2015
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	18.6%	0.88
WB	0.0%	0.25
NB	2.3%	0.90
SB	4.7%	0.84
TOTAL	3.6%	0.92

Two-Hour Count Summaries

Interval Start		Great America Way Eastbound				Driveway Westbound				Lafayette St Northbound				Lafayette St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	3	0	12	0	0	0	1	0	42	72	0	0	0	35	4	169	0
7:15 AM		0	2	0	9	0	1	1	10	0	58	101	0	0	0	23	4	209	0
7:30 AM		0	0	0	11	0	1	0	5	0	57	121	0	0	0	43	5	243	0
7:45 AM		0	3	0	8	0	0	0	3	0	82	134	0	0	0	43	5	278	899
8:00 AM		**0**	**2**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**87**	**135**	**1**	**0**	**0**	**47**	**4**	**294**	1,024
8:15 AM		**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**84**	**146**	**0**	**0**	**0**	**38**	**2**	**290**	1,105
8:30 AM		**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**1**	**96**	**166**	**2**	**0**	**0**	**34**	**9**	**325**	1,187
8:45 AM		**0**	**1**	**0**	**12**	**0**	**1**	**0**	**0**	**1**	**82**	**156**	**1**	**0**	**0**	**28**	**9**	**291**	**1,200**
Count Total		0	11	0	107	0	3	1	19	2	588	1,031	4	0	0	291	42	2,099	0
Peak Hour	**All**	**0**	**3**	**0**	**67**	**0**	**1**	**0**	**0**	**2**	**349**	**603**	**4**	**0**	**0**	**147**	**24**	**1,200**	**0**
	HV	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**11**	**10**	**1**	**0**	**0**	**8**	**0**	**43**	**0**
	HV%	**-**	**0%**	**-**	**19%**	**-**	**0%**	**-**	**-**	**0%**	**3%**	**2%**	**25%**	**-**	**-**	**5%**	**0%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	3	0	*3*	0	0	1	0	*1*	4	0	0	0	*4*
7:30 AM	2	0	1	3	*6*	0	0	2	2	*4*	1	0	0	0	*1*
7:45 AM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**2**	**0**	**5**	**0**	***7***	**0**	**0**	**0**	**3**	***3***	**2**	**0**	**0**	**0**	*2*
8:15 AM	**4**	**0**	**6**	**3**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**3**	**0**	**7**	**0**	***10***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**4**	**0**	**4**	**5**	***13***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**1**	**0**	***2***
Count Total	15	0	31	14	*60*	0	0	5	5	*10*	7	1	1	0	*9*
Peak Hour	**13**	**0**	**22**	**8**	***43***	**0**	**0**	**2**	**3**	***5***	**2**	**1**	**1**	**0**	***4***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Great America Way				Driveway				Lafayette St				Lafayette St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	3	0	7	17
8:00 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	23
8:15 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**3**	**0**	**13**	33
8:30 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**10**	37
8:45 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**5**	**0**	**13**	**43**
Count Total	0	0	0	15	0	0	0	0	0	15	15	1	0	0	14	0	60	0
Peak Hour	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**11**	**10**	**1**	**0**	**0**	**8**	**0**	**43**	**0**

Two-Hour Count Summaries - Bikes

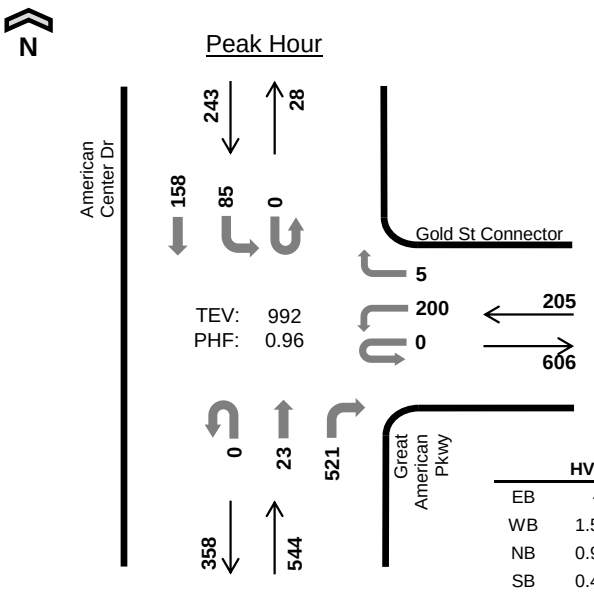
Interval Start	Great America Way			Driveway			Lafayette St			Lafayette St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	2	0	2	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	8
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
Count Total	0	0	0	0	0	0	1	4	0	2	0	3	10	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**5**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

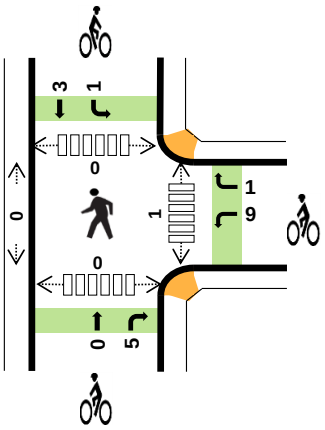
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

American Center Dr
Gold St Connector

Date: 01/28/2015
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	1.5%	0.80
NB	0.9%	0.88
SB	0.4%	0.88
TOTAL	0.9%	0.96



Two-Hour Count Summaries

Interval Start	0				Gold St Connector				Great American Pkwy				American Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	54	0	0	0	0	5	89	0	8	36	0	192	0
4:15 PM	0	0	0	0	0	54	0	0	0	0	3	105	0	24	18	0	204	0
4:30 PM	0	0	0	0	0	61	0	2	0	0	14	104	0	25	33	0	239	0
4:45 PM	0	0	0	0	0	59	0	1	1	0	2	111	0	23	27	0	224	859
5:00 PM	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**3**	**0**	**0**	**3**	**113**	**0**	**22**	**45**	**0**	**243**	910
5:15 PM	**0**	**0**	**0**	**0**	**0**	**63**	**0**	**1**	**0**	**0**	**6**	**117**	**0**	**28**	**41**	**0**	**256**	962
5:30 PM	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**1**	**0**	**0**	**7**	**143**	**0**	**19**	**47**	**0**	**259**	982
5:45 PM	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**7**	**148**	**0**	**16**	**25**	**0**	**234**	**992**
Count Total	0	0	0	0	0	428	0	8	1	0	47	930	0	165	272	0	1,851	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**200**	**0**	**5**	**0**	**0**	**23**	**521**	**0**	**85**	**158**	**0**	**992**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**1**	**0**	**9**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**0%**	**-**	**-**	**4%**	**1%**	**-**	**0%**	**1%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	5	0	*6*	0	1	1	0	*2*	0	0	0	0	*0*
4:15 PM	0	1	3	1	*5*	0	1	1	0	*2*	0	0	0	0	*0*
4:30 PM	0	1	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	2	2	1	*5*	0	0	3	0	*3*	0	0	0	0	*0*
5:00 PM	**0**	**0**	**3**	**0**	***3***	**0**	**2**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**1**	**0**	**1**	***2***	**0**	**3**	**1**	**0**	***4***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**0**	**1**	**2**	**0**	***3***	**0**	**4**	**2**	**2**	***8***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***
Count Total	0	8	18	3	*29*	0	12	10	4	*26*	1	0	0	0	*1*
Peak Hr	**0**	**3**	**5**	**1**	***9***	**0**	**10**	**5**	**4**	***19***	**1**	**0**	**0**	**0**	***1***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Gold St Connector				Great American Pkwy				American Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	6	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	1	0	5	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	4	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	2	0	1	0	0	5	20
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	17
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	14
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	13
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
Count Total	0	0	0	0	0	7	0	1	0	0	2	16	0	1	2	0	29	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**1**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

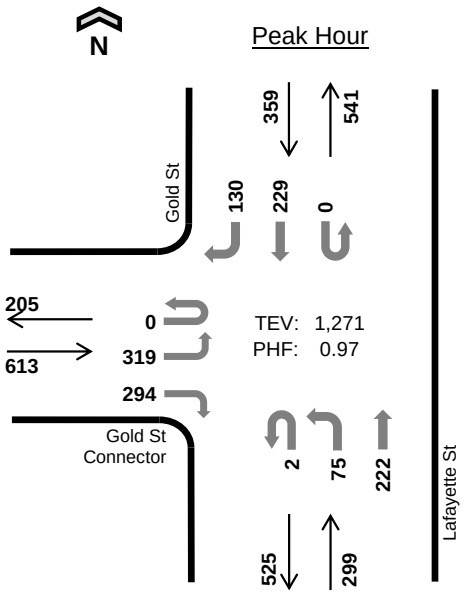
Interval Start	0			Gold St Connector			Great American Pkwy			American Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	1	0	0	0	2	0
4:15 PM	0	0	0	1	0	0	0	0	1	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	3	7
5:00 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**4**	9
5:15 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	11
5:30 PM	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**2**	**1**	**1**	**0**	**8**	19
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**19**
Count Total	0	0	0	11	0	1	0	0	10	1	3	0	26	0
Peak Hour	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**5**	**1**	**3**	**0**	**19**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

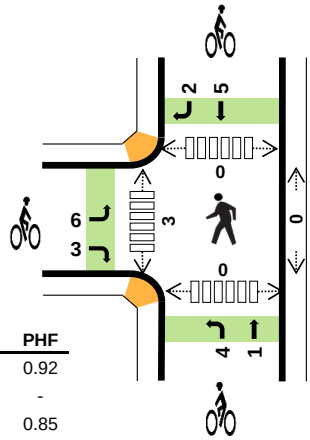
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Gold St
Gold St Connector

Peak Hour



Date: 01/28/2015
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.3%	0.92
WB	-	-
NB	0.7%	0.85
SB	2.2%	0.90
TOTAL	0.9%	0.97

Two-Hour Count Summaries

Interval Start		Gold St Connector Eastbound				0 Westbound				Lafayette St Northbound				Gold St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	47	0	45	0	0	0	0	0	19	37	0	0	0	47	30	225	0
4:15 PM		0	61	0	72	0	0	0	0	0	20	52	0	0	0	36	34	275	0
4:30 PM		0	67	0	59	0	0	0	0	0	32	48	0	0	0	56	33	295	0
4:45 PM		0	61	0	74	0	0	0	0	0	23	53	0	0	0	50	38	299	1,094
5:00 PM		**0**	**66**	**0**	**70**	**0**	**0**	**0**	**0**	**1**	**22**	**36**	**0**	**0**	**0**	**64**	**36**	**295**	1,164
5:15 PM		**0**	**75**	**0**	**73**	**0**	**0**	**0**	**0**	**0**	**25**	**63**	**0**	**0**	**0**	**55**	**38**	**329**	1,218
5:30 PM		**0**	**94**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**16**	**54**	**0**	**0**	**0**	**62**	**29**	**324**	1,247
5:45 PM		**0**	**84**	**0**	**82**	**0**	**0**	**0**	**0**	**1**	**12**	**69**	**0**	**0**	**0**	**48**	**27**	**323**	**1,271**
Count Total		0	555	0	544	0	0	0	0	2	169	412	0	0	0	418	265	2,365	0
Peak Hour	**All**	**0**	**319**	**0**	**294**	**0**	**0**	**0**	**0**	**2**	**75**	**222**	**0**	**0**	**0**	**229**	**130**	**1,271**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**6**	**2**	**12**	**0**
	HV%	**-**	**0%**	**-**	**1%**	**-**	**-**	**-**	**-**	**0%**	**1%**	**0%**	**-**	**-**	**-**	**3%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	4	0	2	1	*7*	3	0	1	0	*4*	0	0	0	0	*0*
4:15 PM	4	0	2	1	*7*	3	0	1	1	*5*	0	0	0	0	*0*
4:30 PM	2	0	2	2	*6*	1	0	0	0	*1*	0	0	0	0	*0*
4:45 PM	5	0	2	1	*8*	3	0	0	0	*3*	0	1	0	1	*2*
5:00 PM	**0**	**0**	**0**	**3**	***3***	**3**	**0**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**0**	**2**	***2***	**1**	**0**	**2**	**0**	***3***	**0**	**3**	**0**	**0**	*3*
5:30 PM	**2**	**0**	**1**	**2**	***5***	**4**	**0**	**1**	**5**	***10***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**1**	**2**	***4***	**0**	**0**	**0**	**0**	***0***
Count Total	17	0	10	13	*40*	19	0	7	8	*34*	0	4	0	1	*5*
Peak Hr	**2**	**0**	**2**	**8**	***12***	**9**	**0**	**5**	**7**	***21***	**0**	**3**	**0**	**0**	***3***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Gold St Connector				0				Lafayette St				Gold St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	0	2	0	0	0	0	0	1	1	0	0	0	0	1	7	0
4:15 PM	0	1	0	3	0	0	0	0	0	0	2	0	0	0	0	1	7	0
4:30 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	2	6	0
4:45 PM	0	2	0	3	0	0	0	0	0	1	1	0	0	0	0	1	8	28
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	24
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	19
5:30 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**5**	18
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**12**
Count Total	0	6	0	11	0	0	0	0	0	3	7	0	0	0	6	7	40	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**6**	**2**	**12**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Gold St Connector			0			Lafayette St			Gold St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	0	2	0	0	0	1	0	0	0	0	0	4	0
4:15 PM	0	0	3	0	0	0	1	0	0	0	1	0	5	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	3	13
5:00 PM	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	13
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	11
5:30 PM	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**10**	20
5:45 PM	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**4**	**21**
Count Total	10	0	9	0	0	0	6	1	0	0	6	2	34	0
Peak Hour	**6**	**0**	**3**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**5**	**2**	**21**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

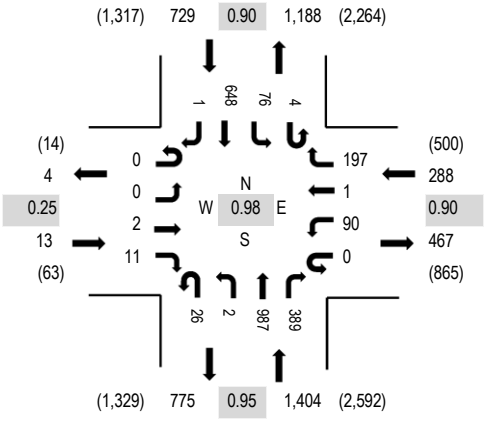
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

All Traffic Data Services Inc.

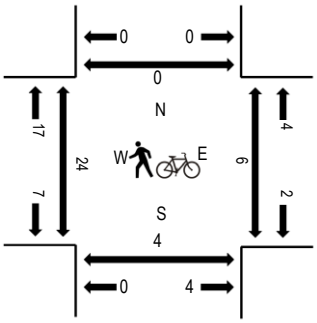
(303) 216-2439
www.alltrafficdata.net

Location: 1 GREAT AMERICA PKWY & GREAT AMERICA WAY PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GREAT AMERICA WAY Eastbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	17	6	3	0	12	0	44	0	0	214	47	0	34	126	1	504	2,043	1	0	1	0
4:15:00 PM	0	3	4	0	0	12	0	36	4	0	198	48	0	24	107	0	436	2,161	2	1	0	0
4:30:00 PM	0	0	0	0	0	18	0	42	0	4	218	88	1	34	115	0	520	2,345	9	3	5	0
4:45:00 PM	0	0	0	0	0	23	1	56	5	0	243	91	2	20	142	0	583	2,434	4	1	0	0
5:00:00 PM	0	0	0	0	0	19	0	52	9	2	231	107	1	15	186	0	622	2,429	3	3	2	0
5:15:00 PM	0	0	0	0	0	25	0	43	9	0	268	94	1	24	156	0	620		0	0	0	0
5:30:00 PM	0	0	2	11	0	23	0	46	3	0	245	97	0	17	164	1	609		17	1	1	0
5:45:00 PM	0	4	6	7	0	18	1	29	5	3	270	89	0	18	127	1	578		19	0	0	1
Count Total	0	24	18	21	0	150	2	348	35	9	1,887	661	5	186	1,123	3	4,472		55	9	9	1
Peak Hour	0	0	2	11	0	90	1	197	26	2	987	389	4	76	648	1	2,434		7	7	6	0

All Traffic Data
Services Inc.
(303) 216-2439
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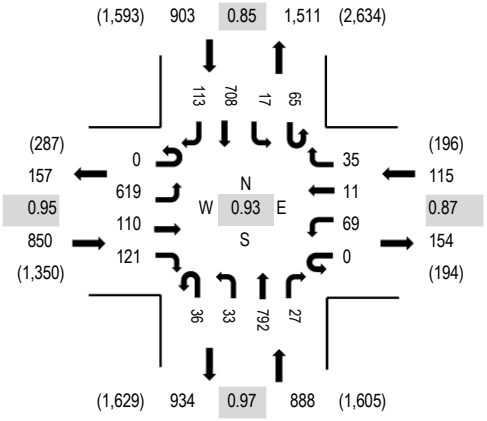
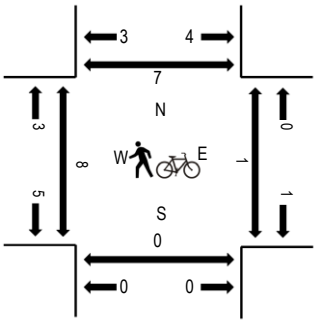
Location: 2 GREAT AMERICA PKWY & ALVISO RD PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	ALVISO RD Eastbound				ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	81	0	23	0	17	3	4	6	5	153	5	3	3	128	26	457	1,988	2	4	1	3
4:15:00 PM	0	91	3	17	0	14	2	1	3	7	141	2	4	0	112	24	421	2,224	0	1	1	9
4:30:00 PM	0	105	2	21	0	12	0	7	4	6	177	2	20	3	141	21	521	2,469	1	1	0	0
4:45:00 PM	0	123	12	22	0	8	9	4	9	4	189	4	20	4	158	23	589	2,686	1	1	1	3
5:00:00 PM	0	164	20	28	0	20	3	10	8	10	199	8	21	2	171	29	693	2,756	4	0	0	3
5:15:00 PM	0	153	20	22	0	23	1	9	9	8	191	4	11	6	184	25	666		3	0	0	3
5:30:00 PM	0	154	28	37	0	14	5	5	14	6	207	3	23	4	204	34	738		1	1	0	0
5:45:00 PM	0	148	42	34	0	12	2	11	5	9	195	12	10	5	149	25	659		0	0	0	0
Count Total	0	1,019	127	204	0	120	25	51	58	55	1,452	40	112	27	1,247	207	4,744		12	8	3	21
Peak Hour	0	619	110	121	0	69	11	35	36	33	792	27	65	17	708	113	2,756		1	5	6	1

All Traffic Data
Services Inc.
(303) 216-2439
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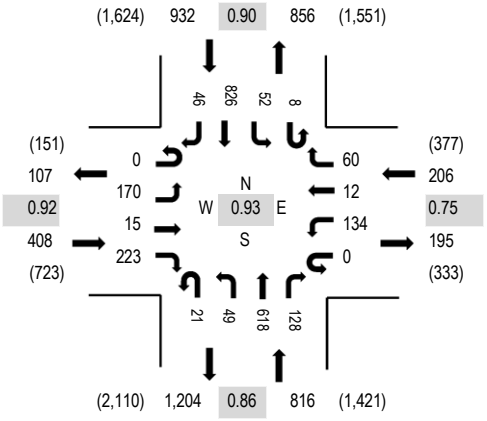
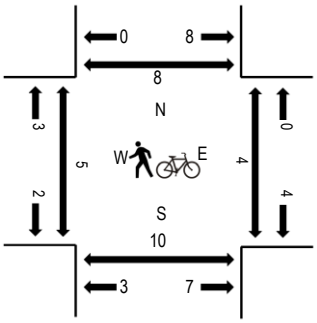
Location: 3 GREAT AMERICA PKWY & BUNKER HILL LN PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BUNKER HILL LN Eastbound				BUNKER HILL LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	30	1	52	0	39	0	9	1	5	115	12	4	6	151	8	433	1,783	3	0	1	0
4:15:00 PM	0	26	4	35	0	23	2	12	0	4	130	19	2	11	129	4	401	1,987	2	0	5	4
4:30:00 PM	0	39	3	46	0	23	3	14	3	3	122	17	2	7	155	6	443	2,162	5	0	3	0
4:45:00 PM	0	37	1	41	0	33	3	10	3	3	138	30	5	27	172	3	506	2,347	1	2	0	0
5:00:00 PM	0	47	7	57	0	46	4	19	7	3	188	40	2	12	195	10	637	2,362	0	1	1	0
5:15:00 PM	0	35	4	50	0	33	4	20	4	6	125	41	1	14	226	13	576		1	2	3	2
5:30:00 PM	0	46	2	53	0	30	2	12	3	17	176	29	1	17	230	10	628		3	1	6	5
5:45:00 PM	0	42	2	63	0	25	2	9	7	23	129	18	4	9	175	13	521		1	0	0	1
Count Total	0	302	24	397	0	252	20	105	28	64	1,123	206	21	103	1,433	67	4,145		16	6	19	12
Peak Hour	0	170	15	223	0	134	12	60	21	49	618	128	8	52	826	46	2,362		2	2	5	3

All Traffic Data Services Inc.

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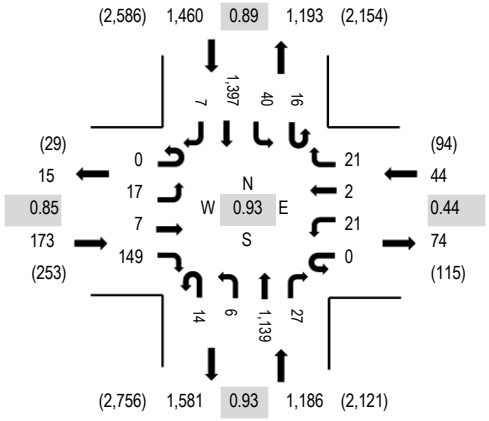
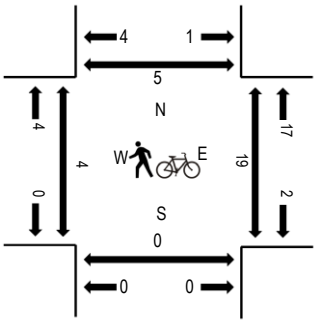
Location: 4 GREAT AMERICA PKWY & OLD GLORY LN PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD GLORY LN Eastbound				OLD GLORY LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	0	0	17	0	3	0	3	0	1	209	2	2	4	287	2	530	2,191	1	1	0	0
4:15:00 PM	0	4	0	8	0	5	0	2	1	3	200	0	2	2	219	0	446	2,431	1	5	0	2
4:30:00 PM	0	5	3	20	0	4	1	4	1	0	238	5	5	8	289	4	587	2,700	1	1	0	1
4:45:00 PM	0	1	0	22	0	10	0	18	2	3	266	4	2	13	287	0	628	2,853	0	1	0	0
5:00:00 PM	0	8	0	43	0	11	1	13	7	1	268	6	2	11	397	2	770	2,863	3	2	0	3
5:15:00 PM	0	1	3	47	0	5	1	4	1	0	285	12	1	12	341	2	715		0	9	0	2
5:30:00 PM	0	1	1	26	0	2	0	2	3	2	311	4	6	11	369	2	740		0	3	0	0
5:45:00 PM	0	7	3	33	0	3	0	2	3	3	275	5	7	6	290	1	638		1	4	0	0
Count Total	0	27	10	216	0	43	3	48	18	13	2,052	38	27	67	2,479	13	5,054		7	26	0	8
Peak Hour	0	17	7	149	0	21	2	21	14	6	1,139	27	16	40	1,397	7	2,863		5	18	0	2

All Traffic Data
Services Inc.
(303) 216-2439
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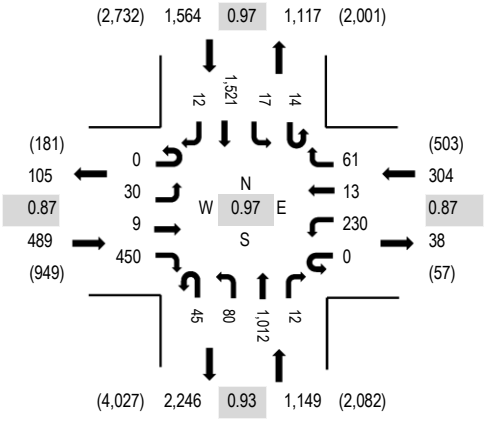
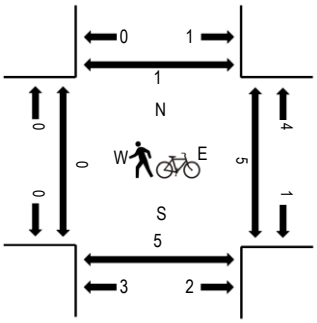
Location: 5 GREAT AMERICA PKWY & PATRICK HENRY DR PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PATRICK HENRY DR Eastbound				PATRICK HENRY DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	6	1	104	0	38	0	7	11	13	187	1	1	3	273	4	649	2,760	2	2	0	2
4:15:00 PM	0	1	0	78	0	34	0	16	15	11	177	1	2	2	234	4	575	3,000	0	1	1	0
4:30:00 PM	0	5	2	132	0	38	0	9	14	15	231	1	1	1	302	2	753	3,328	1	1	0	0
4:45:00 PM	0	4	1	126	0	44	1	12	7	23	223	3	2	3	331	3	783	3,453	4	0	0	2
5:00:00 PM	0	7	0	113	0	60	4	15	16	18	249	3	3	1	397	3	889	3,506	0	1	0	0
5:15:00 PM	0	9	7	100	0	57	1	16	8	23	274	4	0	2	399	3	903		0	3	0	0
5:30:00 PM	0	3	0	137	0	65	7	15	11	24	250	1	5	6	352	2	878		0	1	4	0
5:45:00 PM	0	11	2	100	0	48	1	15	10	15	239	4	6	8	373	4	836		0	0	1	0
Count Total	0	46	13	890	0	384	14	105	92	142	1,830	18	20	26	2,661	25	6,266		7	9	6	4
Peak Hour	0	30	9	450	0	230	13	61	45	80	1,012	12	14	17	1,521	12	3,506		4	12	3	4

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20PM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	130	17	1	148	10	0	48	0	58	29	47	0	0	76	0	0	0	0	0	282
04:15 PM	0	155	22	5	182	12	0	39	0	51	31	40	2	0	73	0	0	0	0	0	306
04:30 PM	0	169	21	12	202	7	0	45	6	58	31	45	0	0	76	0	0	0	0	0	336
04:45 PM	0	190	23	0	213	10	0	85	0	95	34	54	0	0	88	0	0	0	0	0	396
Total	0	644	83	18	745	39	0	217	6	262	125	186	2	0	313	0	0	0	0	0	1320
05:00 PM	0	242	32	0	274	13	0	79	0	92	39	55	0	0	94	0	0	0	0	0	460
05:15 PM	0	193	41	2	236	13	0	82	0	95	41	64	0	0	105	0	0	0	0	0	436
05:30 PM	0	213	40	3	256	12	0	92	0	104	37	58	0	0	95	0	0	0	0	0	455
05:45 PM	0	226	37	3	266	9	0	77	0	86	32	60	0	0	92	0	0	0	0	0	444
Total	0	874	150	8	1032	47	0	330	0	377	149	237	0	0	386	0	0	0	0	0	1795
Grand Total	0	1518	233	26	1777	86	0	547	6	639	274	423	2	0	699	0	0	0	0	0	3115
Apprch %	0	85.4	13.1	1.5		13.5	0	85.6	0.9		39.2	60.5	0.3	0		0	0	0	0		
Total %	0	48.7	7.5	0.8	57	2.8	0	17.6	0.2	20.5	8.8	13.6	0.1	0	22.4	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**242**	32	**274**	**13**	0	79	92	39	55	0	94	0	0	0	0	**460**
05:15 PM	0	193	**41**	234	13	0	82	95	**41**	**64**	0	**105**	0	0	0	0	434
05:30 PM	0	213	40	253	12	0	**92**	**104**	37	58	0	95	0	0	0	0	452
05:45 PM	0	226	37	263	9	0	77	86	32	60	0	92	0	0	0	0	441
Total Volume	0	874	150	1024	47	0	330	377	149	237	0	386	0	0	0	0	1787
% App. Total	0	85.4	14.6		12.5	0	87.5		38.6	61.4	0		0	0	0		
PHF	.000	.903	.915	.934	.904	.000	.897	.906	.909	.926	.000	.919	.000	.000	.000	.000	.971

Traffic Data Service

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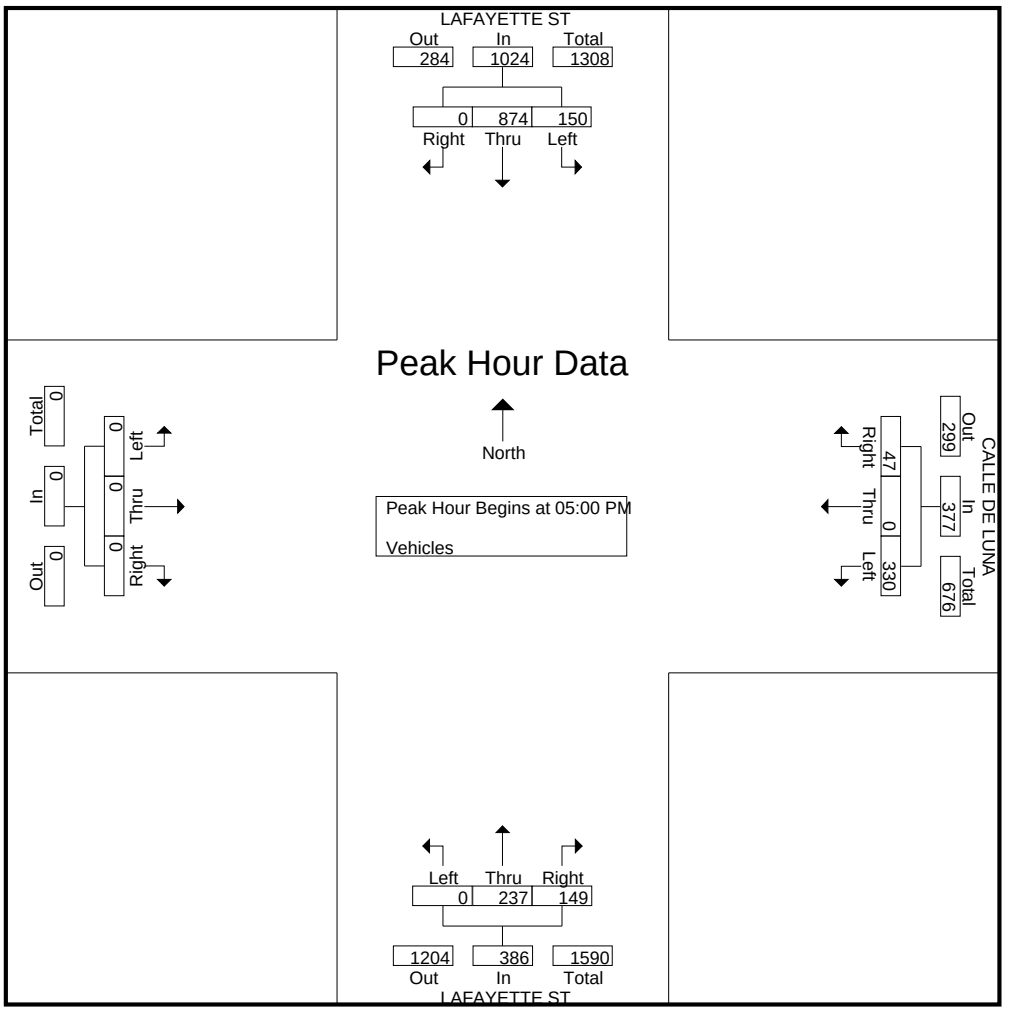
File Name : 20PM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	CALLE DE SOL Southbound					TASMAN DR Westbound					Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	0	36	0	52	28	64	0	9	101	0	0	0	0	0	0	160	21	0	181	334
04:15 PM	27	0	43	0	70	28	97	0	22	147	0	0	0	0	0	0	199	28	1	228	445
04:30 PM	21	0	42	3	66	25	92	0	11	128	0	0	0	0	0	0	208	27	2	237	431
04:45 PM	17	0	48	0	65	55	122	0	7	184	0	0	0	0	0	0	214	31	0	245	494
Total	81	0	169	3	253	136	375	0	49	560	0	0	0	0	0	0	781	107	3	891	1704
05:00 PM	18	0	57	0	75	63	116	0	3	182	0	0	0	0	0	0	249	27	0	276	533
05:15 PM	17	0	71	1	89	52	150	1	14	217	0	0	0	0	0	0	290	32	0	322	628
05:30 PM	20	0	71	1	92	68	153	0	25	246	0	0	0	0	0	0	258	35	0	293	631
05:45 PM	12	0	63	0	75	46	131	0	18	195	0	0	0	0	0	0	306	37	0	343	613
Total	67	0	262	2	331	229	550	1	60	840	0	0	0	0	0	0	1103	131	0	1234	2405
Grand Total	148	0	431	5	584	365	925	1	109	1400	0	0	0	0	0	0	1884	238	3	2125	4109
Apprch %	25.3	0	73.8	0.9		26.1	66.1	0.1	7.8		0	0	0	0		0	88.7	11.2	0.1		
Total %	3.6	0	10.5	0.1	14.2	8.9	22.5	0	2.7	34.1	0	0	0	0	0	0	45.9	5.8	0.1	51.7	

	CALLE DE SOL Southbound				TASMAN DR Westbound				Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	0	57	75	63	116	0	179	0	0	0	0	0	249	27	276	530
05:15 PM	17	0	**71**	88	52	150	**1**	203	0	0	0	0	0	290	32	322	**613**
05:30 PM	**20**	0	71	**91**	**68**	**153**	0	**221**	0	0	0	0	0	258	35	293	605
05:45 PM	12	0	63	75	46	131	0	177	0	0	0	0	0	**306**	**37**	**343**	595
Total Volume	67	0	262	329	229	550	1	780	0	0	0	0	0	1103	131	1234	2343
% App. Total	20.4	0	79.6		29.4	70.5	0.1		0	0	0		0	89.4	10.6		
PHF	.838	.000	.923	.904	.842	.899	.250	.882	.000	.000	.000	.000	.000	.901	.885	.899	.956

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File Name : 6PM FINAL
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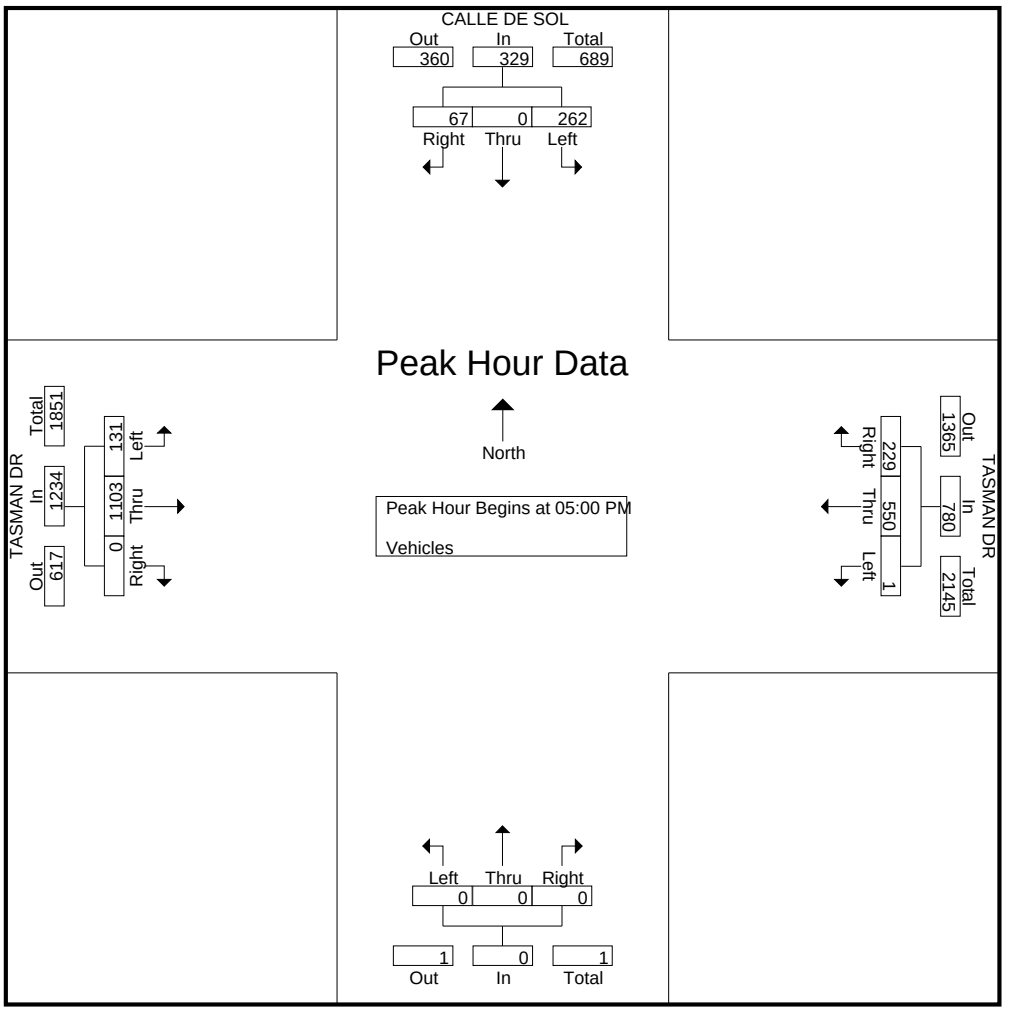

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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	6	1	7	18	2	89	59	0	150	31	1	7	1	40	49	139	5	10	203	411
04:15 PM	2	4	2	7	15	2	109	43	0	154	37	1	14	0	52	63	173	2	7	245	466
04:30 PM	2	5	5	5	17	1	105	59	0	165	48	1	13	2	64	68	173	3	3	247	493
04:45 PM	4	2	5	4	15	1	155	58	1	215	47	1	16	0	64	77	177	4	5	263	557
Total	12	17	13	23	65	6	458	219	1	684	163	4	50	3	220	257	662	14	25	958	1927
05:00 PM	3	8	6	6	23	0	166	64	0	230	43	0	17	2	62	83	203	1	6	293	608
05:15 PM	2	5	9	5	21	5	178	84	3	270	43	0	19	4	66	106	247	3	3	359	716
05:30 PM	3	6	6	5	20	6	212	65	0	283	73	0	17	4	94	91	244	2	6	343	740
05:45 PM	1	2	2	4	9	1	153	65	0	219	51	0	13	0	64	117	260	3	0	380	672
Total	9	21	23	20	73	12	709	278	3	1002	210	0	66	10	286	397	954	9	15	1375	2736
Grand Total	21	38	36	43	138	18	1167	497	4	1686	373	4	116	13	506	654	1616	23	40	2333	4663
Apprch %	15.2	27.5	26.1	31.2		1.1	69.2	29.5	0.2		73.7	0.8	22.9	2.6		28	69.3	1	1.7		
Total %	0.5	0.8	0.8	0.9	3	0.4	25	10.7	0.1	36.2	8	0.1	2.5	0.3	10.9	14	34.7	0.5	0.9	50	

	DRIVEWAY Southbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**3**	**8**	6	**17**	0	166	64	230	43	0	17	60	83	203	1	287	594
05:15 PM	2	5	**9**	16	5	178	**84**	267	43	0	**19**	62	106	247	**3**	356	701
05:30 PM	3	6	6	15	**6**	**212**	65	**283**	**73**	0	17	**90**	91	244	2	337	**725**
05:45 PM	1	2	2	5	1	153	65	219	51	0	13	64	**117**	**260**	3	**380**	668
Total Volume	9	21	23	53	12	709	278	999	210	0	66	276	397	954	9	1360	2688
% App. Total	17	39.6	43.4		1.2	71	27.8		76.1	0	23.9		29.2	70.1	0.7		
PHF	.750	.656	.639	.779	.500	.836	.827	.883	.719	.000	.868	.767	.848	.917	.750	.895	.927

Traffic Data Service

Campbell, CA
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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 8/12/2014
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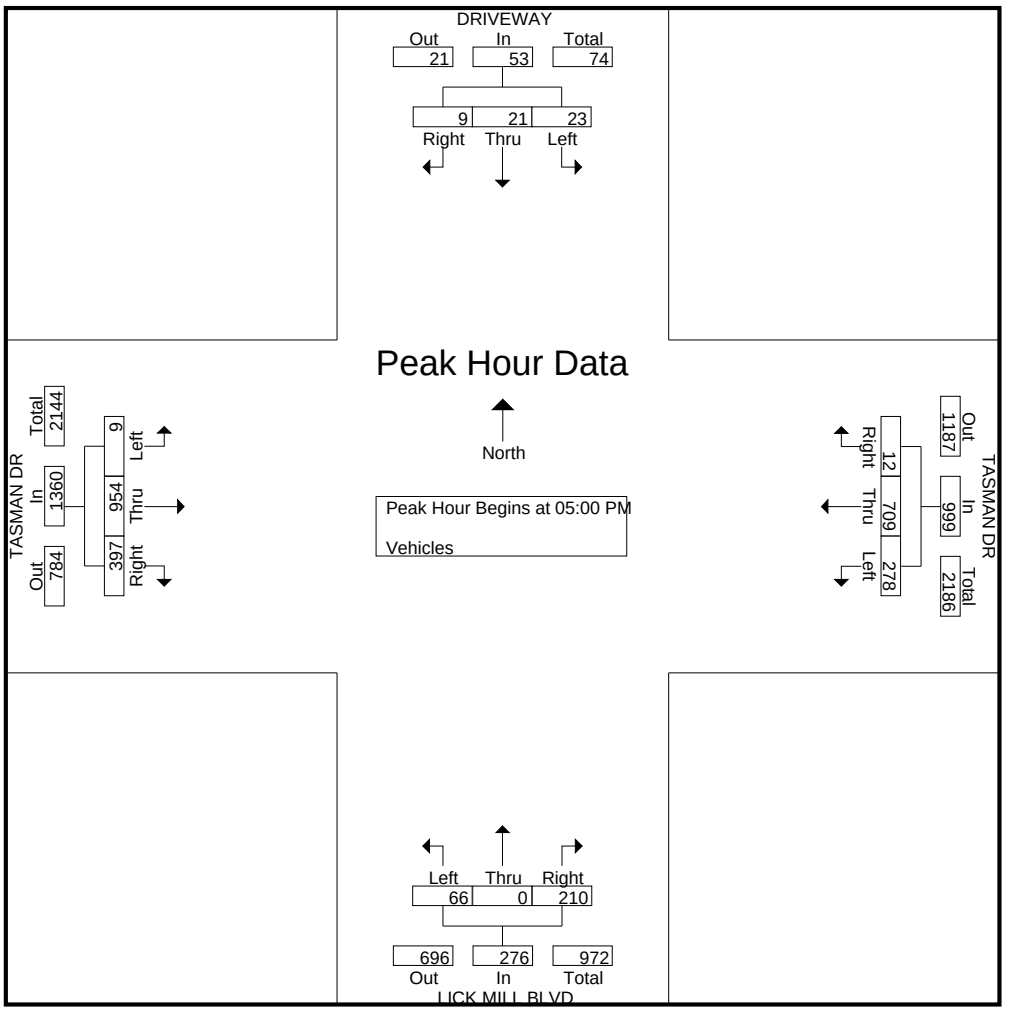
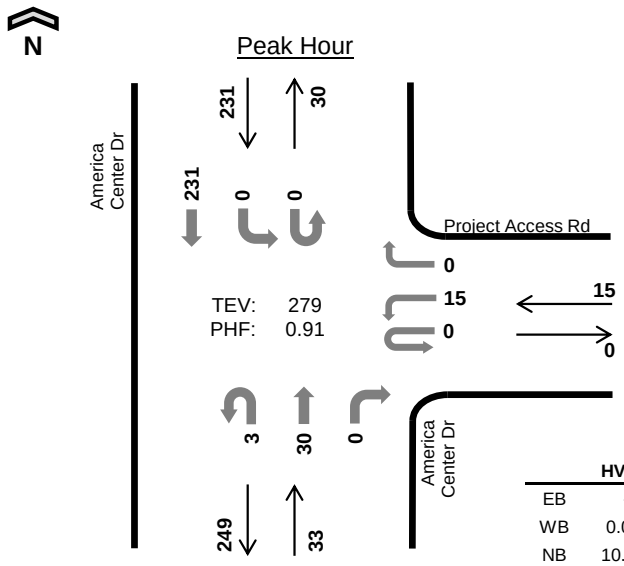
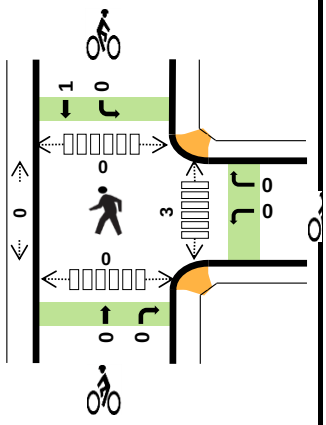


America Center Dr
Project Access Rd

Date: 01/28/2015
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	-	-
WB	0.0%	0.42
NB	10.0%	0.52
SB	1.3%	0.84
TOTAL	2.2%	0.91

Two-Hour Count Summaries

Interval Start		0				Project Access Rd				America Center Dr				America Center Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	5	0	0	1	0	4	0	0	0	42	0	52	0
4:15 PM		0	0	0	0	0	2	0	0	0	0	3	0	0	0	37	0	42	0
4:30 PM		**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**2**	**0**	**14**	**0**	**0**	**0**	**48**	**0**	**73**	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**50**	**0**	**52**	219
5:00 PM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**64**	**0**	**77**	244
5:15 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**69**	**0**	**77**	**279**
5:30 PM		0	0	0	0	0	0	0	0	2	0	5	1	0	0	58	0	66	272
5:45 PM		0	0	0	0	0	0	0	1	2	0	4	0	0	0	38	0	45	265
Count Total		0	0	0	0	0	22	0	1	8	0	46	1	0	0	406	0	484	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**3**	**0**	**30**	**0**	**0**	**0**	**231**	**0**	**279**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**0%**	**-**	**10%**	**-**	**-**	**-**	**1%**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
4:45 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
5:30 PM	0	0	0	0	*0*	0	0	0	2	*2*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	1	1	*2*	0	0	0	0	*0*
Count Total	0	0	3	4	*7*	0	0	1	4	*5*	3	0	0	0	*3*
Peak Hr	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**1**	***1***	**3**	**0**	**0**	**0**	***3***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Project Access Rd				America Center Dr				America Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**0**

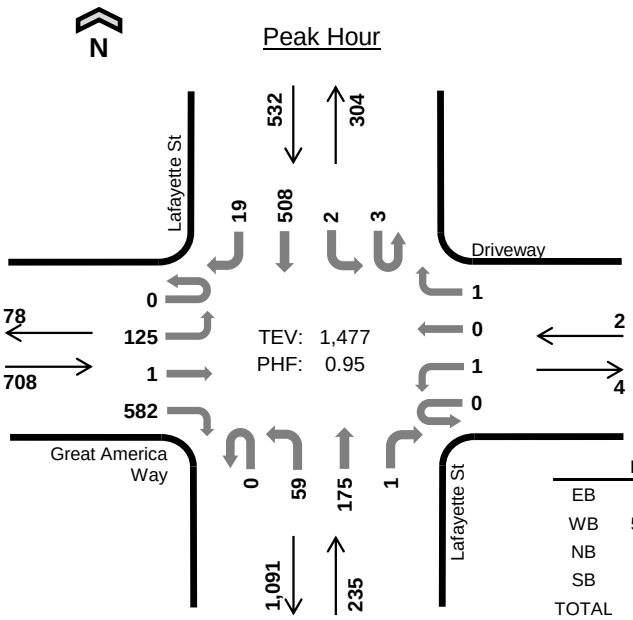
Two-Hour Count Summaries - Bikes

Interval Start	0			Project Access Rd			America Center Dr			America Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	3
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	5
Count Total	0	0	0	0	0	0	0	1	0	0	4	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

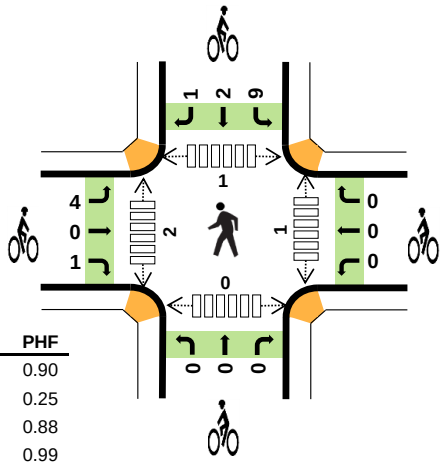
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Lafayette St
Driveway



Date: 01/28/2015
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.3%	0.90
WB	50.0%	0.25
NB	3.0%	0.88
SB	1.7%	0.99
TOTAL	1.8%	0.95

Two-Hour Count Summaries

Interval Start		Great America Way Eastbound				Driveway Westbound				Lafayette St Northbound				Lafayette St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	12	0	68	0	0	0	0	0	19	43	0	1	0	89	3	235	0
4:15 PM		0	18	0	62	0	1	0	0	2	20	56	0	2	0	106	2	269	0
4:30 PM		0	21	1	104	0	0	0	0	0	16	56	0	0	0	110	3	311	0
4:45 PM		0	14	0	101	0	0	0	1	0	13	58	0	2	0	122	2	313	1,128
5:00 PM		**0**	**19**	**1**	**137**	**0**	**0**	**0**	**0**	**0**	**17**	**45**	**0**	**0**	**0**	**127**	**8**	**354**	1,247
5:15 PM		**0**	**34**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**16**	**50**	**1**	**0**	**0**	**128**	**4**	**374**	1,352
5:30 PM		**0**	**28**	**0**	**151**	**0**	**1**	**0**	**1**	**0**	**8**	**43**	**0**	**0**	**1**	**124**	**5**	**362**	1,403
5:45 PM		**0**	**44**	**0**	**153**	**0**	**0**	**0**	**0**	**0**	**18**	**37**	**0**	**3**	**1**	**129**	**2**	**387**	**1,477**
Count Total		0	190	2	917	0	2	0	2	2	127	388	1	8	2	935	29	2,605	0
Peak Hour	**All**	**0**	**125**	**1**	**582**	**0**	**1**	**0**	**1**	**0**	**59**	**175**	**1**	**3**	**2**	**508**	**19**	**1,477**	**0**
	HV	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**6**	**3**	**26**	**0**
	HV%	**-**	**0%**	**0%**	**2%**	**-**	**100%**	**-**	**0%**	**-**	**8%**	**1%**	**0%**	**0%**	**0%**	**1%**	**16%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	2	0	2	3	*7*	0	0	0	1	*1*	0	0	0	0	*0*
4:30 PM	2	0	3	0	*5*	0	0	0	2	*2*	0	0	1	0	*1*
4:45 PM	1	0	1	4	*6*	1	0	0	2	*3*	0	0	0	0	*0*
5:00 PM	**0**	**0**	**2**	**3**	***5***	**1**	**0**	**0**	**4**	***5***	**0**	**1**	**1**	**0**	*2*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**0**	**2**	***3***	**1**	**1**	**0**	**0**	*2*
5:30 PM	**6**	**1**	**3**	**4**	***14***	**2**	**0**	**0**	**6**	***8***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**3**	**0**	**1**	**1**	***5***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
Count Total	14	1	18	18	*51*	6	0	0	17	*23*	1	2	3	0	*6*
Peak Hour	**9**	**1**	**7**	**9**	***26***	**5**	**0**	**0**	**12**	***17***	**1**	**2**	**1**	**0**	***4***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Great America Way				Driveway				Lafayette St				Lafayette St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	0	2	0	7	0
4:15 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	3	0	7	0
4:30 PM	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	5	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	1	6	25
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**2**	**5**	23
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	18
5:30 PM	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**4**	**0**	**14**	27
5:45 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**26**
Count Total	0	1	0	13	0	1	0	0	0	10	8	0	0	0	14	4	51	0
Peak Hour	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**6**	**3**	**26**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Great America Way			Driveway			Lafayette St			Lafayette St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0
4:45 PM	1	0	0	0	0	0	0	0	0	2	0	0	3	6
5:00 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	11
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	13
5:30 PM	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**1**	**8**	19
5:45 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**17**
Count Total	5	0	1	0	0	0	0	0	0	12	4	1	23	0
Peak Hour	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**2**	**1**	**17**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Appendix B

Approved Trip Inventory

Intersection of: 237/GREAT AMERICA (N)

Traffix Node Number: 3028

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	2	0	0	0	5	0	0
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	0	32	0	0	33	4	0	0	0	0	0	20
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237	0	11	0	0	4	18	0	0	0	0	0	8
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	0	539	0	0	159	54	0	0	0	0	0	219
TOTAL:	**0**	**582**	**0**	**0**	**196**	**78**	**0**	**0**	**0**	**5**	**0**	**247**

	LEFT	THRU	RIGHT
NORTH	0	196	78
EAST	5	0	247
SOUTH	0	582	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	1	0	0	1	3	0	0	0	10	1	4
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	0	32	0	0	45	5	0	0	0	0	0	20
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237	0	2	0	0	14	5	0	0	0	0	0	1
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	0	99	0	0	563	157	0	0	0	0	0	40
TOTAL:	**1**	**134**	**0**	**0**	**623**	**170**	**0**	**0**	**0**	**10**	**1**	**65**

	LEFT	THRU	RIGHT
NORTH	0	623	170
EAST	10	1	65
SOUTH	1	134	0
WEST	0	0	0

Intersection of: 237/GREAT AMERICA (S)

Traffix Node Number: 3029

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	2	0	6	0	1	0	5	0	0	0
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	0	27	0	14	19	0	6	0	0	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237	0	6	0	2	2	0	5	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	0	367	0	61	97	0	171	0	0	0	0	0
TOTAL:	**0**	**401**	**2**	**77**	**124**	**0**	**183**	**0**	**5**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	77	124	0
EAST	0	0	0
SOUTH	0	401	2
WEST	183	0	5

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	1	1	15	0	2	0	6	0	0	0
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	0	26	0	19	25	0	6	0	0	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237	0	1	0	8	6	0	1	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	0	54	0	209	354	0	45	0	0	0	0	0
TOTAL:	**0**	**82**	**1**	**237**	**400**	**0**	**54**	**0**	**6**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	237	400	0
EAST	0	0	0
SOUTH	0	82	1
WEST	54	0	6

Intersection of: GOLD STREET CONNECTOR/LAFAYETTE

Traffix Node Number: 3557

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	4	0	0	0	0	0	0	0	0	0	0	0
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	22	0	0	0	0	6	4	0	16	0	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ	0	52	0	0	13	59	0	0	0	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237	0	8	0	0	2	6	20	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	174	0	0	0	0	17	4	0	46	0	0	0
TOTAL:	**200**	**60**	**0**	**0**	**15**	**88**	**28**	**0**	**62**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	15	88
EAST	0	0	0
SOUTH	200	60	0
WEST	28	0	62

Intersection of: GOLD/GREAT AMERICA

Traffix Node Number: 3557

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	0	0	0	5	5	0	0	2	0	0	0
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	22	0	0	0	0	6	6	0	21	0	0	0
PDC83-06-045 TRI CITY - WHSE 550-800,000SF 237 (N/S), BTWN CALABAZAS & SAN TOMAS AQ	0	13	0	0	52	0	59	0	0	0	0	0
PDC97-01-002 LINCOLN PROPERTY GOLD ST (B/S), N/O 237	0	1	0	0	8	20	4	0	0	0	0	0
PDC99-05-044 LEGACY TERRACE DEVELOPMENT GOLD ST AND HWY 237	25	0	0	0	0	2	17	0	168	0	0	0
TOTAL:	**48**	**14**	**0**	**0**	**65**	**33**	**86**	**0**	**191**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	65	33
EAST	0	0	0
SOUTH	48	14	0
WEST	86	0	191

Intersection of: GOLD STREET CONNECTOR/GREAT AMERICA

Traffix Node Number: 4119

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	0	53	0	20	37	0	0	0	0	0	0	28
TOTAL:	**0**	**53**	**0**	**20**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**28**

	LEFT	THRU	RIGHT
NORTH	20	37	0
EAST	0	0	28
SOUTH	0	53	0
WEST	0	0	0

Intersection of: GOLD STREET CONNECTOR/GREAT AMERICA

Traffix Node Number: 4119

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-016 MARRIOTT RESIENCE INN 0 GOLD STREET	0	52	0	27	50	0	0	0	0	0	0	28
TOTAL:	**0**	**52**	**0**	**27**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**28**

	LEFT	THRU	RIGHT
NORTH	27	50	0
EAST	0	0	28
SOUTH	0	52	0
WEST	0	0	0

Legacy Terrace Project Trip Reduction Ratio

Size	Total AM	Total PM	Average Ratio	
1999 EIR Net Project Trips	1,213	1,171		
900,000 s.f. of R&D	1,092	956		
	90%	**82%**	**86%**	**Ratio to reduce to just 900ksf of R&D**
479,906 s.f. of R&D			**53%**	**Ratio to reduce from 900ksf to 480ksf of R&D**
32,238 s.f. of R&D			**4%**	**Ratio to reduce from 900ksf to 32ksf of R&D**

Source: Trips were obtained from 1999 Legacy Terrace EIR.

Santa Clara Approved Projects

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Intel SC-13	2250 Mission College Boulevard	100 ksf of office
Hewlett-Packard/Agilent Technologies	5301 Stevens Creek Boulevard	727.5 ksf of office
Gateway Santa Clara	3700 El Camin Real	476 Homes, 87 ksf of retail
Lawson Lane	2200 Lawson Lane	516 ksf of office
2350 Mission College Boulevard Office Retail	2350 Mission College Boulevard	300 ksf of office, 6 story parking garage, 6,000 s.f. of retail
NVDIA	2600, 2800 San Tomas Expressway, 2400 Condensa Street	1.2 m.s.f. of office
BAREC	90 Winchester Boulevard	165 apartment units
Augustine Bowers Industrial Campus/Equity Office	2620-2727 Augustine Drive	1,969.6 ksf of office, 35 ksf of retail
Fairfield Development	900 Kiely Boulevard	57 Single Family Homes, 68 Row Houses, 116 Townhouses, 525 Apartments
Yahoo!	5010 Old Ironsides Drive	3,060 ksf of office
Patrick Duran	4888 Patrick Henry	13,000 square foot addition to existing industrial/office
Brad Krouskup	4800 Great America Parkway	New 171,000 sq. ft. office building and new site improvements and two level parking garage
Mission College Master Plan	Mission College Boulevard and Great America Parkway	427 ksf expasion of the existing college
Elaine Breeze/Urban Planning Group	2645 El Camino Real	183 Apartments
Silicon Sage Builders	1460 Monroe Avenue	4-story mixed use development with 1,800 sq.ft. of ground floor retail and 18 residential units
Laurelwood Office/Retail	2121 Laurelwood Road	217.7 ksf of office, 4,000 s.f. of retail
Cogswell College	5302 Betsy Ross Drive	Cosgwell Polytechincal College - private educational institution
Calvary Southern Baptis Church	3137 Forbes Avenue	construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements
Prometheus	45 Buckingham and 66 Saratoga	4-story 222 multi-family res and wrap parking
Charles Mckeag	166 Saratoga Avenue	33 unit residential project on 1.74 acre site. Total building area 54K sq. ft.
Silicon Valley Builders	1313 Franklin Street	multifamily Residential project with 46 units and 16K or retail space and 4 stories
Silicon Valley Builders	555 Saratoga Avenue	3-story condominium project with 13 units
3000 Bowers office	3000 Bowers Avenue	New (2) 5-story 150ksf office building, (1) 2-story 17.4 ksf amenity building
Great America Parkway	4301 Great America Parkway	600 ksf of office
Irvine Co	3515 Monroe Street	825 housing units and 40ksf of retail
Jane Vaughn	3333 Scott Boulevard	581 ksf of office
3 Com/Cognac Great America	5402 Great America Parkway at Yerba Buena	Existing office use redeveloped to 278,000 sf of office/research & development

Source: City of Santa Clara Planning Department October 2015

Santa Clara Pending Projects

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Ray Hashimoto /HMH for River of Life Church	1177 Laurelwood Road	New 35K sanctuary structure adjacent to existing building
Washington Holdings/Kelly Snyder	2041 Mission College Boulevard	build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel
Scott Menard	3305 Kifer Road	48 attached townhomes and stacked flats with 109 parking spaces
Irvine Company	575 Benton Street	5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments
Summerhill	2230 El Camino Real	164 apartment units
Pinn Bros	1890 El Camino Real	four story mixed use development consisting of 60 for sale units, 5,820 sq. ft. of commercial
Johnathon Fearn/Summerhill Homes	3505 Kifer Road	996 residential units with 37,000 square foot retail
Irvine	3265 Scott Boulevard	2,000 rental housing units 40,000 sf retail added
Lour Mariani	2570 El Camino Real	1.5 acre site w/315 dwelling units
Menlo Equities	3535 Garrett	eight story office and three level parking
Rashik Patel T2	2950 Lakeside Drive	New 7 story hotel with 188 rooms
Xeres Dupont Fabros	555 Reed Street	111,000 sf data center
Jeff Guinta	2580 Lafayette	Adult gymnasium
Lennar Commercial	3607 Kifer Road	5-level parking structure, 5-story 199,460 sq.ft. office building
MCA	3265 Scott Boulevard	Expansion of activities at Muslim Community Association to include new high school
City Place	5155 Stars and Stripes Drive	5.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space

Source: City of Santa Clara Planning Department October 2015

Appendix C

Intersection Volume Summaries

Intersection Number: 1
Traffix Node Number: 4119
Intersection Name: Great America Parkway and Gold Street
Location: San Jose
Peak Hour: AM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**19**	**2**	**64**	**0**	**524**	**185**	**169**	**0**	**0**	**0**	**0**	**963**
Approved Project Trips													
Legacy Terrace (San Jose)	0	97	23	87	0	0	0	346	0	0	0	0	553
Marriott Residence Inn (San Jose)	0	37	20	28	0	0	0	53	0	0	0	0	138
85ksf R&D Credit for Marriott(San Jose)	0	-17	-5	-18	0	0	0	-65	0	0	0	0	-105
Lincoln Property (San Jose)	0	0	0	0	0	22	20	0	0	0	0	0	42
Tri City (San Jose)	0	0	0	0	0	59	0	0	0	0	0	0	59
NSJ Phase I (San Jose)	0	0	0	0	0	4	0	0	0	0	0	0	4
Approved Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Santa Clara)	0	0	0	0	0	100	720	0	0	0	0	0	820
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	117	38	97	0	185	740	334	0	0	0	0	1511
Background Conditions	**0**	**136**	**40**	**161**	**0**	**709**	**925**	**503**	**0**	**0**	**0**	**0**	**2474**
Project Trips (216ksf office)	0	32	9	64	0	0	0	233	0	0	0	0	338
Remaining Entitlement of 32ksf R&D	0	-7	-2	-6	0	0	0	-23	0	0	0	0	-38
Net Project Trips	0	25	7	58	0	0	0	210	0	0	0	0	300
Existing Plus Project Conditions	**0**	**51**	**11**	**128**	**0**	**524**	**185**	**402**	**0**	**0**	**0**	**0**	**1301**
Background Plus Project Conditions	**0**	**161**	**47**	**219**	**0**	**709**	**925**	**713**	**0**	**0**	**0**	**0**	**2774**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	24	40	0	0	0	0	0	64
NSJ Phase II Project Trips (San Jose)	0	0	0	0	0	4	0	0	0	0	0	0	4
Pending Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	0	28	40	0	0	0	0	0	68
Cumulative No Project Conditions	**0**	**136**	**40**	**161**	**0**	**737**	**965**	**503**	**0**	**0**	**0**	**0**	**2542**
Cumulative With Project Conditions	**0**	**161**	**47**	**219**	**0**	**737**	**965**	**713**	**0**	**0**	**0**	**0**	**2842**

Intersection Number: 2
Traffix Node Number: 3557
Intersection Name: Lafayette Street and Gold Street Connector
Location: San Jose
Peak Hour: AM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**159**	**91**	**0**	**0**	**0**	**0**	**0**	**186**	**423**	**83**	**0**	**133**	**1075**
Approved Project Trips													
Legacy Terrace (San Jose)	8	0	0	0	0	0	0	0	80	21	0	2	111
Marriott Residence Inn (San Jose)	6	0	0	0	0	0	0	0	22	16	0	4	48
85ksf R&D Credit for Marriott(San Jose)	-3	0	0	0	0	0	0	0	-15	-4	0	-1	-23
Lincoln Property (San Jose)	6	2	0	0	0	0	0	8	0	0	0	20	36
Tri City (San Jose)	59	13	0	0	0	0	0	52	0	0	0	0	124
NSJ Phase I (San Jose)	0	0	0	0	0	0	0	0	4	0	0	0	4
Approved Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Santa Clara)	0	25	0	0	0	0	0	15	125	725	0	0	890
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	76	40	0	0	0	0	0	75	216	758	0	25	1190
Background Conditions	**235**	**131**	**0**	**0**	**0**	**0**	**0**	**261**	**639**	**841**	**0**	**158**	**2265**
Project Trips (216ksf office)	10	0	0	0	0	0	0	0	54	7	0	1	72
Remaining Entitlement of 32ksf R&D	-1	0	0	0	0	0	0	0	-5	-1	0	0	-7
Net Project Trips	9	0	0	0	0	0	0	0	49	6	0	1	65
Existing Plus Project Conditions	**169**	**91**	**0**	**0**	**0**	**0**	**0**	**186**	**477**	**90**	**0**	**134**	**1147**
Background Plus Project Conditions	**244**	**131**	**0**	**0**	**0**	**0**	**0**	**261**	**688**	**847**	**0**	**159**	**2330**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	24	8	0	0	0	0	0	13	0	0	0	40	85
NSJ Phase II Project Trips (San Jose)	0	0	0	0	0	0	0	0	4	0	0	0	4
Pending Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	24	8	0	0	0	0	0	13	4	0	0	40	89
Cumulative No Project Conditions	**259**	**139**	**0**	**0**	**0**	**0**	**0**	**274**	**643**	**841**	**0**	**198**	**2354**
Cumulative With Project Conditions	**268**	**139**	**0**	**0**	**0**	**0**	**0**	**274**	**692**	**847**	**0**	**199**	**2419**

Intersection Number: 3
Traffix Node Number: 3028
Intersection Name: Great America Parkway and SR-237 (N) *
Location: San Jose
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**457**	**107**	**0**	**154**	**30**	**809**	**0**	**276**	**131**	**0**	**0**	**0**	**1964**
Approved Project Trips													
Legacy Terrace (San Jose)	24	73	0	100	0	0	0	246	0	0	0	0	443
Marriott Residence Inn (San Jose)	4	33	0	20	0	0	0	32	0	0	0	0	89
85ksf R&D Credit for Marriott(San Jose)	-3	-14	0	-29	0	0	0	-36	0	0	0	0	-82
Lincoln Property (San Jose)	18	4	0	8	0	0	0	11	0	0	0	0	41
Tri City (San Jose)	18	41	0	0	0	0	0	0	0	0	0	0	59
NSJ Phase I (San Jose)	2	0	0	0	0	5	0	0	0	0	0	0	7
Approved Project Trips (Santa Clara)	0	15	0	9	0	707	0	2	14	0	0	0	747
City Place (Santa Clara)	100	0	0	335	0	155	0	390	250	0	0	0	1230
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	0	0	0	0	123	0	0	6	0	0	0	129
3515 Monroe St (Santa Clara)	1	0	0	0	0	0	0	3	0	0	0	0	4
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	27	0	0	7	0	0	0	34
Total Approved Trips	164	162	0	443	0	1017	0	649	277	0	0	0	2712
Background Conditions	**621**	**269**	**0**	**597**	**30**	**1826**	**0**	**925**	**408**	**0**	**0**	**0**	**4676**
Project Trips (216ksf office)	6	26	0	104	0	0	0	129	0	0	0	0	265
Remaining Entitlement of 32ksf R&D	-2	-5	0	-7	0	0	0	-17	0	0	0	0	-31
Net Project Trips	4	21	0	97	0	0	0	112	0	0	0	0	234
Existing Plus Project Conditions	**463**	**133**	**0**	**258**	**30**	**809**	**0**	**405**	**131**	**0**	**0**	**0**	**2229**
Background Plus Project Conditions	**625**	**290**	**0**	**694**	**30**	**1826**	**0**	**1037**	**408**	**0**	**0**	**0**	**4910**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	1	0	0	0	0	0	0	1
TopGolf (San Jose)	8	16	0	13	0	0	0	27	0	0	0	0	64
NSJ Phase II Project Trips (San Jose)	2	0	0	0	0	5	0	0	0	0	0	0	7
Pending Project Trips (Santa Clara)	0	0	0	0	0	44	0	0	0	0	0	0	44
Great America Master Plan (Santa Clara)	0	0	0	0	0	7	0	0	5	0	0	0	12
Bixby Lane (Santa Clara)	0	0	0	0	0	28	0	0	1	0	0	0	29
MCA (Santa Clara)	0	0	0	0	0	0	0	0	16	0	0	0	16
Total Pending Trips	10	16	0	13	0	85	0	27	22	0	0	0	173
Cumulative No Project Conditions	**631**	**285**	**0**	**610**	**30**	**1911**	**0**	**952**	**430**	**0**	**0**	**0**	**4849**
Cumulative With Project Conditions	**635**	**306**	**0**	**707**	**30**	**1911**	**0**	**1064**	**430**	**0**	**0**	**0**	**5083**

Intersection Number: 4
Traffix Node Number: 3029
Intersection Name: Great America Parkway and SR-237 (S) *
Location: San Jose
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**905**	**33**	**0**	**0**	**0**	**359**	**221**	**0**	**436**	**1**	**203**	**2158**
Approved Project Trips													
Legacy Terrace (San Jose)	0	44	28	0	0	0	0	167	0	0	0	78	317
Marriott Residence Inn (San Jose)	0	19	14	0	0	0	0	27	0	0	0	6	66
85ksf R&D Credit for Marriott(San Jose)	0	-6	-8	0	0	0	0	-24	0	0	0	-12	-50
Lincoln Property (San Jose)	0	2	2	0	0	0	0	6	0	0	0	5	15
Tri City (San Jose)	0	23	18	0	0	0	0	0	0	0	0	0	41
NSJ Phase I (San Jose)	0	6	0	0	0	0	2	1	0	5	0	1	15
Approved Project Trips (Santa Clara)	0	720	1	0	0	0	123	15	0	111	0	0	970
City Place (Santa Clara)	0	155	0	0	0	0	250	245	0	875	0	390	1915
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	123	0	0	0	0	17	6	0	41	0	0	187
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	3	3
3333 Scott Blvd (Santa Clara)	0	27	0	0	0	0	7	7	0	27	0	0	68
Total Approved Trips	0	1123	55	0	0	0	399	451	0	1059	0	471	3558
Background Conditions	**0**	**2028**	**88**	**0**	**0**	**0**	**758**	**672**	**0**	**1495**	**1**	**674**	**5716**
Project Trips (216ksf office)	0	12	14	0	0	0	0	84	0	0	0	45	155
Remaining Entitlement of 32ksf R&D	0	-3	-2	0	0	0	0	-11	0	0	0	-5	-21
Net Project Trips	0	9	12	0	0	0	0	73	0	0	0	40	134
Existing Plus Project Conditions	**0**	**917**	**47**	**0**	**0**	**0**	**359**	**305**	**0**	**436**	**1**	**248**	**2313**
Background Plus Project Conditions	**0**	**2037**	**100**	**0**	**0**	**0**	**758**	**745**	**0**	**1495**	**1**	**714**	**5850**
Pending Project Trips													
Cilker Orchards (San Jose)	0	1	0	0	0	0	10	0	0	0	0	0	11
TopGolf (San Jose)	0	8	8	0	0	0	0	13	0	0	0	13	42
NSJ Phase II Project Trips (San Jose)	0	6	0	0	0	0	2	1	0	5	0	1	15
Pending Project Trips (Santa Clara)	0	44	0	0	0	0	16	0	0	0	0	0	60
Great America Master Plan (Santa Clara)	0	7	0	0	0	0	6	5	0	6	0	0	24
Bixby Lane (Santa Clara)	0	28	0	0	0	0	4	1	0	6	0	0	39
MCA (Santa Clara)	0	0	0	0	0	0	0	16	0	17	0	0	33
Total Pending Trips	0	94	8	0	0	0	38	36	0	34	0	14	224
Cumulative No Project Conditions	**0**	**2122**	**96**	**0**	**0**	**0**	**796**	**708**	**0**	**1529**	**1**	**688**	**5940**
Cumulative With Project Conditions	**0**	**2131**	**108**	**0**	**0**	**0**	**796**	**781**	**0**	**1529**	**1**	**728**	**6074**

Intersection Number: 5
Traffix Node Number: 4006
Intersection Name: Great America Parkway and Great America Way
Location: Santa Clara
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**32**	**1006**	**215**	**183**	**21**	**142**	**70**	**365**	**33**	**7**	**6**	**12**	**2092**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	95	0	0	0	0	0	53	0	0	0	0	148
Approved Project Trips (Santa Clara)	42	789	0	0	0	0	0	130	169	8	0	8	1146
City Place (Santa Clara)	0	940	70	60	0	5	10	405	0	0	0	0	1490
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	164	0	0	0	0	0	22	0	0	0	0	186
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	54	0	0	0	0	0	14	0	0	0	0	68
Total Approved Trips	42	2052	70	60	0	5	10	625	169	8	0	8	3049
Background Conditions	**74**	**3058**	**285**	**243**	**21**	**147**	**80**	**990**	**202**	**15**	**6**	**20**	**5141**
Project Trips (216ksf office)	0	12	0	0	0	0	0	84	0	0	0	0	96
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	0	84	0	0	0	0	96
Existing Plus Project Conditions	**32**	**1018**	**215**	**183**	**21**	**142**	**70**	**449**	**33**	**7**	**6**	**12**	**2188**
Background Plus Project Conditions	**74**	**3070**	**285**	**243**	**21**	**147**	**80**	**1074**	**202**	**15**	**6**	**20**	**5237**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	95	0	0	0	0	0	53	0	0	0	0	148
Pending Project Trips (Santa Clara)	0	44	0	0	0	-4	6	16	0	0	0	0	62
Great America Master Plan (Santa Clara)	0	13	0	0	0	0	0	11	0	0	0	0	24
Bixby Lane (Santa Clara)	0	33	0	0	0	0	0	5	0	0	0	0	38
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	0	202	0	0	0	-4	6	101	0	0	0	0	305
Cumulative No Project Conditions	**74**	**3260**	**285**	**243**	**21**	**143**	**86**	**1091**	**202**	**15**	**6**	**20**	**5446**
Cumulative With Project Conditions	**74**	**3272**	**285**	**243**	**21**	**143**	**86**	**1175**	**202**	**15**	**6**	**20**	**5542**

Intersection Number: 6
Traffix Node Number: 4005
Intersection Name: Great America Parkway and Alviso Road
Location: Santa Clara
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**393**	**743**	**33**	**7**	**3**	**4**	**75**	**386**	**119**	**22**	**14**	**83**	**1882**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	95	0	0	0	0	0	53	0	0	0	0	148
Approved Project Trips (Santa Clara)	41	679	8	0	0	0	0	253	0	0	0	37	1018
City Place (Santa Clara)	0	1010	0	0	0	0	0	465	15	15	0	0	1505
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	164	0	0	0	0	0	22	0	0	0	0	186
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	81	0	0	0	0	0	14	0	0	0	0	95
Total Approved Trips	41	2039	8	0	0	0	0	808	15	15	0	37	2963
Background Conditions	**434**	**2782**	**41**	**7**	**3**	**4**	**75**	**1194**	**134**	**37**	**14**	**120**	**4845**
Project Trips (216ksf office)	0	12	0	0	0	0	0	84	0	0	0	0	96
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	0	84	0	0	0	0	96
Existing Plus Project Conditions	**393**	**755**	**33**	**7**	**3**	**4**	**75**	**470**	**119**	**22**	**14**	**83**	**1978**
Background Plus Project Conditions	**434**	**2794**	**41**	**7**	**3**	**4**	**75**	**1278**	**134**	**37**	**14**	**120**	**4941**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	95	0	0	0	0	0	53	0	0	0	0	148
Pending Project Trips (Santa Clara)	0	40	0	0	0	0	0	21	0	0	0	0	61
Great America Master Plan (Santa Clara)	0	13	0	0	0	0	0	11	0	0	0	0	24
Bixby Lane (Santa Clara)	0	33	0	0	0	0	0	5	0	0	0	0	38
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	0	198	0	0	0	0	0	106	0	0	0	0	304
Cumulative No Project Conditions	**434**	**2980**	**41**	**7**	**3**	**4**	**75**	**1300**	**134**	**37**	**14**	**120**	**5149**
Cumulative With Project Conditions	**434**	**2992**	**41**	**7**	**3**	**4**	**75**	**1384**	**134**	**37**	**14**	**120**	**5245**

Intersection Number: 7
Traffix Node Number: 4004
Intersection Name: Great America Parkway and Bunker Hill Lane
Location: Santa Clara
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**187**	**542**	**57**	**26**	**6**	**89**	**111**	**470**	**111**	**23**	**3**	**19**	**1644**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	95	0	0	0	0	0	53	0	0	0	0	148
Approved Project Trips (Santa Clara)	0	679	0	0	0	0	0	253	94	33	0	0	1059
City Place (Santa Clara)	0	0	0	0	0	0	0	355	10	0	0	0	365
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	164	0	0	0	0	0	22	0	0	0	0	186
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	108	0	0	0	0	0	14	0	0	0	0	123
Total Approved Trips	0	1056	0	0	0	0	0	698	104	33	0	0	1892
Background Conditions	**187**	**1598**	**57**	**26**	**6**	**89**	**111**	**1168**	**215**	**56**	**3**	**19**	**3536**
Project Trips (216ksf office)	0	12	0	0	0	0	0	84	0	0	0	0	96
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	0	84	0	0	0	0	96
Existing Plus Project Conditions	**187**	**554**	**57**	**26**	**6**	**89**	**111**	**554**	**111**	**23**	**3**	**19**	**1740**
Background Plus Project Conditions	**187**	**1610**	**57**	**26**	**6**	**89**	**111**	**1252**	**215**	**56**	**3**	**19**	**3632**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	95	0	0	0	0	0	53	0	0	0	0	148
Pending Project Trips (Santa Clara)	0	40	0	0	0	0	0	21	0	0	0	0	61
Great America Master Plan (Santa Clara)	0	13	0	0	0	0	0	11	0	0	0	0	24
Bixby Lane (Santa Clara)	27	6	0	0	0	0	0	1	22	3	0	4	63
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	27	171	0	0	0	0	0	102	22	3	0	4	329
Cumulative No Project Conditions	**214**	**1769**	**57**	**26**	**6**	**89**	**111**	**1270**	**237**	**59**	**3**	**23**	**3864**
Cumulative With Project Conditions	**214**	**1781**	**57**	**26**	**6**	**89**	**111**	**1354**	**237**	**59**	**3**	**23**	**3960**

Intersection Number: 8
Traffix Node Number: 1207
Intersection Name: Great America Parkway and Tasman Drive *
Location: Santa Clara
Peak Hour: AM
Count Date: 10/27/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**109**	**399**	**62**	**196**	**947**	**346**	**161**	**586**	**346**	**37**	**204**	**81**	**3474**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	5	77	13	-4	-7	-7	24	49	20	16	73	8	267
Approved Project Trips (Santa Clara)	272	437	4	15	149	49	12	295	190	75	17	37	1552
City Place (Santa Clara)	0	0	65	60	220	95	205	255	0	0	125	50	1075
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	164	0	0	0	53	7	22	1	10	0	0	257
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	108	0	0	0	10	1	14	0	0	0	0	133
Total Approved Trips	277	796	82	71	362	200	249	636	211	101	215	95	3295
Background Conditions	**386**	**1195**	**144**	**267**	**1309**	**546**	**410**	**1222**	**557**	**138**	**419**	**176**	**6769**
Project Trips (216ksf office)	2	8	1	10	0	0	0	59	0	0	0	15	95
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	2	8	1	10	0	0	0	59	0	0	0	15	95
Existing Plus Project Conditions	**111**	**407**	**63**	**206**	**947**	**346**	**161**	**645**	**346**	**37**	**204**	**96**	**3569**
Background Plus Project Conditions	**388**	**1203**	**145**	**277**	**1309**	**546**	**410**	**1281**	**557**	**138**	**419**	**191**	**6864**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	5	77	13	-4	-7	-7	24	49	20	16	73	8	267
Pending Project Trips (Santa Clara)	0	40	0	0	1	7	1	21	10	2	0	0	82
Great America Master Plan (Santa Clara)	0	3	11	8	0	0	0	2	3	3	0	0	30
Bixby Lane (Santa Clara)	6	2	1	5	18	0	0	17	58	8	2	1	118
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	11	139	25	9	12	0	25	105	91	29	75	9	530
Cumulative No Project Conditions	**397**	**1334**	**169**	**276**	**1321**	**546**	**435**	**1327**	**648**	**167**	**494**	**185**	**7299**
Cumulative With Project Conditions	**399**	**1342**	**170**	**286**	**1321**	**546**	**435**	**1386**	**648**	**167**	**494**	**200**	**7394**

Intersection Number: 9
Traffix Node Number: 4003
Intersection Name: Great America Parkway and Old Glory Lane
Location: Santa Clara
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**14**	**843**	**17**	**5**	**0**	**9**	**2**	**1027**	**38**	**4**	**0**	**2**	**1961**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	86	0	0	0	0	0	93	0	0	0	0	179
Approved Project Trips (Santa Clara)	54	507	0	0	0	0	0	485	481	56	0	11	1594
City Place (Santa Clara)	0	125	0	0	0	0	0	295	80	0	0	20	520
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	227	0	0	0	0	0	31	0	0	0	0	258
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	118	0	0	0	0	0	15	0	0	0	0	133
Total Approved Trips	54	1073	0	0	0	0	0	920	561	56	0	31	2695
Background Conditions	**68**	**1916**	**17**	**5**	**0**	**9**	**2**	**1947**	**599**	**60**	**0**	**33**	**4656**
Project Trips (216ksf office)	0	8	0	0	0	0	0	59	0	0	0	0	67
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	8	0	0	0	0	0	59	0	0	0	0	67
Existing Plus Project Conditions	**14**	**851**	**17**	**5**	**0**	**9**	**2**	**1086**	**38**	**4**	**0**	**2**	**2028**
Background Plus Project Conditions	**68**	**1924**	**17**	**5**	**0**	**9**	**2**	**2006**	**599**	**60**	**0**	**33**	**4723**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	86	0	0	0	0	0	93	0	0	0	0	179
Pending Project Trips (Santa Clara)	0	49	0	0	0	0	0	32	2	3	0	0	86
Great America Master Plan (Santa Clara)	0	0	6	5	0	22	27	0	0	0	0	0	60
Bixby Lane (Santa Clara)	0	10	0	0	0	0	0	75	0	0	0	0	85
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	0	162	6	5	0	22	27	216	2	3	0	0	443
Cumulative No Project Conditions	**68**	**2078**	**23**	**10**	**0**	**31**	**29**	**2163**	**601**	**63**	**0**	**33**	**5099**
Cumulative With Project Conditions	**68**	**2086**	**23**	**10**	**0**	**31**	**29**	**2222**	**601**	**63**	**0**	**33**	**5166**

Intersection Number: 10
Traffix Node Number: 4002
Intersection Name: Great America Parkway and Patrick Henry Drive
Location: Santa Clara
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**26**	**757**	**92**	**1**	**1**	**16**	**148**	**1090**	**368**	**127**	**4**	**1**	**2631**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	86	0	0	0	0	0	93	0	0	0	0	179
Approved Project Trips (Santa Clara)	0	563	0	0	0	0	0	966	795	101	0	0	2425
City Place (Santa Clara)	0	120	0	0	0	0	0	395	70	0	0	0	585
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	227	0	0	0	0	0	31	3	25	0	0	286
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	117	0	0	0	0	0	15	0	0	0	0	132
Total Approved Trips	0	1123	0	0	0	0	0	1501	868	126	0	0	3618
Background Conditions	**26**	**1880**	**92**	**1**	**1**	**16**	**148**	**2591**	**1236**	**253**	**4**	**1**	**6249**
Project Trips (216ksf office)	0	8	0	0	0	0	0	59	0	0	0	0	67
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	8	0	0	0	0	0	59	0	0	0	0	67
Existing Plus Project Conditions	**26**	**765**	**92**	**1**	**1**	**16**	**148**	**1149**	**368**	**127**	**4**	**1**	**2698**
Background Plus Project Conditions	**26**	**1888**	**92**	**1**	**1**	**16**	**148**	**2650**	**1236**	**253**	**4**	**1**	**6316**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	86	0	0	0	0	0	93	0	0	0	0	179
Pending Project Trips (Santa Clara)	0	52	0	0	0	0	0	34	0	0	0	0	86
Great America Master Plan (Santa Clara)	0	22	0	0	0	0	0	27	0	0	0	0	49
Bixby Lane (Santa Clara)	0	10	0	0	0	0	0	75	1	0	0	0	86
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	0	187	0	0	0	0	0	245	1	0	0	0	433
Cumulative No Project Conditions	**26**	**2067**	**92**	**1**	**1**	**16**	**148**	**2836**	**1237**	**253**	**4**	**1**	**6682**
Cumulative With Project Conditions	**26**	**2075**	**92**	**1**	**1**	**16**	**148**	**2895**	**1237**	**253**	**4**	**1**	**6749**

Intersection Number: 11
Traffix Node Number: 1206
Intersection Name: Great America Parkway and Mission College Boulevard *
Location: Santa Clara
Peak Hour: AM
Count Date: 10/29/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**145**	**532**	**150**	**445**	**346**	**507**	**452**	**1243**	**394**	**47**	**105**	**97**	**4463**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	13	4	19	21	43	14	89	23	7	10	10	253
Approved Project Trips (Santa Clara)	48	504	112	200	48	10	155	1537	143	34	11	24	2826
City Place (Santa Clara)	0	170	10	105	40	0	20	205	0	0	0	5	555
3000 Bowers (Santa Clara)	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway (Santa Clara)	0	0	251	34	0	54	391	0	0	0	0	0	730
3515 Monroe St (Santa Clara)	0	0	0	0	0	1	0	0	0	0	0	0	1
3333 Scott Blvd (Santa Clara)	0	117	0	0	0	5	1	15	0	0	0	0	138
Total Approved Trips	48	814	377	358	109	113	581	1847	166	41	21	39	4514
Background Conditions	**193**	**1346**	**527**	**803**	**455**	**620**	**1033**	**3090**	**560**	**88**	**126**	**136**	**8977**
Project Trips (216ksf office)	0	8	0	0	0	0	0	59	0	0	0	0	67
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	8	0	0	0	0	0	59	0	0	0	0	67
Existing Plus Project Conditions	**145**	**540**	**150**	**445**	**346**	**507**	**452**	**1302**	**394**	**47**	**105**	**97**	**4530**
Background Plus Project Conditions	**193**	**1354**	**527**	**803**	**455**	**620**	**1033**	**3149**	**560**	**88**	**126**	**136**	**9044**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	13	4	19	21	43	14	89	23	7	10	10	253
Pending Project Trips (Santa Clara)	0	53	-1	1	0	-2	9	33	6	-4	0	0	95
Great America Master Plan (Santa Clara)	0	14	8	10	0	0	0	18	0	0	0	0	50
Bixby Lane (Santa Clara)	0	9	1	8	0	0	0	67	0	0	0	0	85
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	0	106	12	38	21	41	23	223	29	3	10	10	516
Cumulative No Project Conditions	**193**	**1452**	**539**	**841**	**476**	**661**	**1056**	**3313**	**589**	**91**	**136**	**146**	**9493**
Cumulative With Project Conditions	**193**	**1460**	**539**	**841**	**476**	**661**	**1056**	**3372**	**589**	**91**	**136**	**146**	**9560**

Intersection Number: 12
Traffix Node Number: 1209
Intersection Name: Great America Parkway and US 101 Northbound Ramps *
Location: Santa Clara
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**334**	**861**	**0**	**730**	**0**	**267**	**0**	**2135**	**0**	**0**	**0**	**0**	**4327**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	11	52	0	0	0	0	6	120	0	0	0	0	189
Approved Project Trips (Santa Clara)	21	527	0	949	0	356	67	886	0	0	0	0	2806
City Place (Santa Clara)	0	165	0	70	0	0	90	150	0	0	0	0	475
3000 Bowers (Santa Clara)	0	10	0	0	0	70	0	1	0	0	0	0	81
Great America Parkway (Santa Clara)	18	36	0	123	0	0	0	268	0	0	0	0	445
3515 Monroe St (Santa Clara)	1	0	0	0	0	0	0	6	0	0	0	0	7
3333 Scott Blvd (Santa Clara)	0	121	0	0	0	139	12	17	0	0	0	0	289
Total Approved Trips	51	911	0	1142	0	565	175	1448	0	0	0	0	4292
Background Conditions	**385**	**1772**	**0**	**1872**	**0**	**832**	**175**	**3583**	**0**	**0**	**0**	**0**	**8619**
Project Trips (216ksf office)	0	8	0	30	0	0	0	30	0	0	0	0	68
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	8	0	30	0	0	0	30	0	0	0	0	68
Existing Plus Project Conditions	**334**	**869**	**0**	**760**	**0**	**267**	**0**	**2165**	**0**	**0**	**0**	**0**	**4395**
Background Plus Project Conditions	**385**	**1780**	**0**	**1902**	**0**	**832**	**175**	**3613**	**0**	**0**	**0**	**0**	**8687**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	11	52	0	0	0	0	6	120	0	0	0	0	189
Pending Project Trips (Santa Clara)	0	45	0	0	0	11	10	48	0	0	0	0	114
Great America Master Plan (Santa Clara)	3	11	0	7	0	0	0	11	0	0	0	0	32
Bixby Lane (Santa Clara)	1	8	0	35	0	0	0	32	0	0	0	0	76
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	15	133	0	42	0	11	16	227	0	0	0	0	444
Cumulative No Project Conditions	**400**	**1905**	**0**	**1914**	**0**	**843**	**191**	**3810**	**0**	**0**	**0**	**0**	**9063**
Cumulative With Project Conditions	**400**	**1913**	**0**	**1944**	**0**	**843**	**191**	**3840**	**0**	**0**	**0**	**0**	**9131**

Intersection Number: 13
Traffix Node Number: 1208
Intersection Name: Bowers Avenue and US 101 Southbound Ramps *
Location: Santa Clara
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**270**	**828**	**0**	**0**	**0**	**0**	**227**	**1377**	**0**	**274**	**0**	**880**	**3856**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	13	50	0	0	0	0	18	108	0	0	0	0	189
Approved Project Trips (Santa Clara)	103	767	0	0	0	0	79	811	0	337	0	142	2239
City Place (Santa Clara)	110	40	0	0	0	0	65	240	0	40	0	10	505
3000 Bowers (Santa Clara)	0	80	0	0	0	0	9	9	0	57	0	0	155
Great America Parkway (Santa Clara)	17	19	0	0	0	0	0	139	0	0	0	129	304
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	6	6
3333 Scott Blvd (Santa Clara)	0	262	0	0	0	0	19	27	0	83	0	0	392
Total Approved Trips	243	1218	0	0	0	0	190	1334	0	517	0	287	3790
Background Conditions	**513**	**2046**	**0**	**0**	**0**	**0**	**417**	**2711**	**0**	**791**	**0**	**1167**	**7646**
Project Trips (216ksf office)	4	4	0	0	0	0	0	30	0	0	0	0	38
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	4	4	0	0	0	0	0	30	0	0	0	0	38
Existing Plus Project Conditions	**274**	**832**	**0**	**0**	**0**	**0**	**227**	**1407**	**0**	**274**	**0**	**880**	**3894**
Background Plus Project Conditions	**517**	**2050**	**0**	**0**	**0**	**0**	**417**	**2741**	**0**	**791**	**0**	**1167**	**7684**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	13	50	0	0	0	0	18	108	0	0	0	0	189
Pending Project Trips (Santa Clara)	0	56	0	0	0	0	52	147	0	-29	0	-2	224
Great America Master Plan (Santa Clara)	6	6	0	0	0	0	0	7	0	0	0	3	22
Bixby Lane (Santa Clara)	5	4	0	0	0	0	0	27	0	0	0	6	42
MCA (Santa Clara)	0	17	0	0	0	0	0	16	0	0	0	0	33
Total Pending Trips	24	133	0	0	0	0	70	305	0	-29	0	7	510
Cumulative No Project Conditions	**537**	**2179**	**0**	**0**	**0**	**0**	**487**	**3016**	**0**	**762**	**0**	**1174**	**8155**
Cumulative With Project Conditions	**541**	**2183**	**0**	**0**	**0**	**0**	**487**	**3046**	**0**	**762**	**0**	**1174**	**8193**

Intersection Number: 14
Traffix Node Number: 4010
Intersection Name: Lafayette Street and Calle De Luna
Location: Santa Clara
Peak Hour: AM
Count Date: 08/12/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**188**	**35**	**100**	**0**	**82**	**232**	**798**	**1**	**0**	**0**	**0**	**1436**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	-30	0	0	0	-30	93	93	0	0	0	0	126
Approved Project Trips (Santa Clara)	0	28	0	0	0	35	45	4	0	0	0	0	112
City Place (Santa Clara)	0	165	5	30	0	10	45	775	0	0	0	0	1030
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	1	7	0	0	0	0	0	8
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	163	5	30	0	16	190	872	0	0	0	0	1276
Background Conditions	**0**	**351**	**40**	**130**	**0**	**98**	**422**	**1670**	**1**	**0**	**0**	**0**	**2712**
Project Trips (216ksf office)	0	4	3	24	0	0	0	30	0	0	0	0	61
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	3	24	0	0	0	30	0	0	0	0	61
Existing Plus Project Conditions	**0**	**192**	**38**	**124**	**0**	**82**	**232**	**828**	**1**	**0**	**0**	**0**	**1497**
Background Plus Project Conditions	**0**	**355**	**43**	**154**	**0**	**98**	**422**	**1700**	**1**	**0**	**0**	**0**	**2773**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	-30	0	0	0	-30	93	93	0	0	0	0	126
Pending Project Trips (Santa Clara)	0	1	0	0	0	-2	1	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	1	1	0	0	0	0	0	2
Bixby Lane (Santa Clara)	0	0	0	0	0	1	6	0	0	0	0	0	7
MCA (Santa Clara)	0	0	0	0	0	12	11	0	0	0	0	0	23
Total Pending Trips	0	-29	0	0	0	-18	112	93	0	0	0	0	158
Cumulative No Project Conditions	**0**	**322**	**40**	**130**	**0**	**80**	**534**	**1763**	**1**	**0**	**0**	**0**	**2870**
Cumulative With Project Conditions	**0**	**326**	**43**	**154**	**0**	**80**	**534**	**1793**	**1**	**0**	**0**	**0**	**2931**

Intersection Number: 15
Traffix Node Number: 4009
Intersection Name: Calle Del Sol and Tasman Drive
Location: Santa Clara
Peak Hour: AM
Count Date: 08/12/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**131**	**0**	**122**	**165**	**844**	**0**	**0**	**0**	**0**	**0**	**244**	**40**	**1546**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	2	0	17	-3	-15	0	0	0	0	0	97	13	111
Approved Project Trips (Santa Clara)	41	0	4	30	173	0	0	0	0	0	27	6	281
City Place (Santa Clara)	5	0	5	30	335	0	0	0	0	0	400	10	785
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	7	0	0	0	47	0	0	0	0	0	6	1	61
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	55	0	26	57	540	0	0	0	0	0	530	30	1238
Background Conditions	**186**	**0**	**148**	**222**	**1384**	**0**	**0**	**0**	**0**	**0**	**774**	**70**	**2784**
Project Trips (216ksf office)	0	0	3	24	10	0	0	0	0	0	1	0	38
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	3	24	10	0	0	0	0	0	1	0	38
Existing Plus Project Conditions	**131**	**0**	**125**	**189**	**854**	**0**	**0**	**0**	**0**	**0**	**245**	**40**	**1584**
Background Plus Project Conditions	**186**	**0**	**151**	**246**	**1394**	**0**	**0**	**0**	**0**	**0**	**775**	**70**	**2822**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	2	0	17	-3	-15	0	0	0	0	0	97	13	111
Pending Project Trips (Santa Clara)	0	0	1	-2	8	0	0	0	0	0	1	0	8
Great America Master Plan (Santa Clara)	1	0	0	0	3	0	0	0	0	0	2	1	7
Bixby Lane (Santa Clara)	6	0	0	0	17	0	0	0	0	0	2	1	26
MCA (Santa Clara)	0	0	11	12	0	0	0	0	0	0	0	0	23
Total Pending Trips	9	0	29	7	13	0	0	0	0	0	102	15	175
Cumulative No Project Conditions	**195**	**0**	**177**	**229**	**1397**	**0**	**0**	**0**	**0**	**0**	**876**	**85**	**2959**
Cumulative With Project Conditions	**195**	**0**	**180**	**253**	**1407**	**0**	**0**	**0**	**0**	**0**	**877**	**85**	**2997**

Intersection Number: 16
Traffix Node Number: 801
Intersection Name: Lick Mill Boulevard and Tasman Drive
Location: Santa Clara
Peak Hour: AM
Count Date: 08/12/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**1**	**3**	**18**	**714**	**122**	**300**	**27**	**291**	**42**	**320**	**19**	**1857**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	0	0	0	-16	-2	6	0	6	7	98	5	104
Approved Project Trips (Santa Clara)	0	0	0	0	176	4	1	0	27	4	28	0	240
City Place (Santa Clara)	15	50	30	195	300	0	0	180	65	90	220	105	1250
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	34	0	0	0	12	2	5	0	53
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	15	50	30	195	494	2	7	180	110	103	351	110	1647
Background Conditions	**15**	**51**	**33**	**213**	**1208**	**124**	**307**	**207**	**401**	**145**	**671**	**129**	**3504**
Project Trips (216ksf office)	0	0	0	0	25	0	0	0	9	1	3	0	38
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	25	0	0	0	9	1	3	0	38
Existing Plus Project Conditions	**0**	**1**	**3**	**18**	**739**	**122**	**300**	**27**	**300**	**43**	**323**	**19**	**1895**
Background Plus Project Conditions	**15**	**51**	**33**	**213**	**1233**	**124**	**307**	**207**	**410**	**146**	**674**	**129**	**3542**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	0	0	0	-16	-2	6	0	6	7	98	5	104
Pending Project Trips (Santa Clara)	0	0	0	0	7	0	0	0	0	0	2	0	9
Great America Master Plan (Santa Clara)	0	0	0	0	3	0	0	0	0	0	2	0	5
Bixby Lane (Santa Clara)	0	0	0	0	11	0	0	0	6	1	1	0	19
MCA (Santa Clara)	0	0	0	0	12	0	0	0	0	0	11	0	23
Total Pending Trips	0	0	0	0	17	-2	6	0	12	8	114	5	160
Cumulative No Project Conditions	**15**	**51**	**33**	**213**	**1225**	**122**	**313**	**207**	**413**	**153**	**785**	**134**	**3664**
Cumulative With Project Conditions	**15**	**51**	**33**	**213**	**1250**	**122**	**313**	**207**	**422**	**154**	**788**	**134**	**3702**

Intersection Number: 17
Traffix Node Number: 9423
Intersection Name: America Center Drive and America Center Court
Location: San Jose
Peak Hour: AM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**20**	**0**	**0**	**0**	**0**	**1**	**236**	**1**	**0**	**0**	**0**	**258**
Approved Project Trips													
Legacy Terrace (San Jose)	0	108	0	0	0	12	43	389	0	0	0	0	552
Marriott Residence Inn (San Jose)	0	0	0	0	0	57	81	0	0	0	0	0	138
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	-22	-83	0	0	0	0	0	-105
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	108	0	0	0	47	41	389	0	0	0	0	585
Background Conditions	**0**	**128**	**0**	**0**	**0**	**47**	**42**	**625**	**1**	**0**	**0**	**0**	**843**
Project Trips (216ksf office)	0	10	0	0	0	31	252	45	0	0	0	0	338
Remaining Entitlement of 32ksf R&D	0	-7	0	0	0	-2	-3	-26	0	0	0	0	-38
Net Project Trips	0	3	0	0	0	29	249	19	0	0	0	0	300
Existing Plus Project Conditions	**0**	**30**	**0**	**0**	**0**	**31**	**253**	**281**	**1**	**0**	**0**	**0**	**596**
Background Plus Project Conditions	**0**	**131**	**0**	**0**	**0**	**76**	**291**	**644**	**1**	**0**	**0**	**0**	**1143**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	**0**	**128**	**0**	**0**	**0**	**47**	**42**	**625**	**1**	**0**	**0**	**0**	**843**
Cumulative With Project Conditions	**0**	**131**	**0**	**0**	**0**	**76**	**291**	**644**	**1**	**0**	**0**	**0**	**1143**

Intersection Number: 18
Traffix Node Number: 603
Intersection Name: Lafayette Street and Great America Way
Location: Santa Clara
Peak Hour: AM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**24**	**147**	**0**	**0**	**0**	**0**	**4**	**603**	**351**	**67**	**0**	**3**	**1199**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips (Santa Clara)	0	28	0	0	0	0	0	4	0	0	0	0	32
City Place (Santa Clara)	0	380	375	50	25	0	0	90	40	5	80	0	1045
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	408	375	50	25	0	0	94	40	5	80	0	1077
Background Conditions	**24**	**555**	**375**	**50**	**25**	**0**	**4**	**697**	**391**	**72**	**80**	**3**	**2276**
Project Trips (216ksf office)	0	7	0	0	0	0	0	54	0	0	0	0	61
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	0	54	0	0	0	0	61
Existing Plus Project Conditions	**24**	**154**	**0**	**0**	**0**	**0**	**4**	**657**	**351**	**67**	**0**	**3**	**1260**
Background Plus Project Conditions	**24**	**562**	**375**	**50**	**25**	**0**	**4**	**751**	**391**	**72**	**80**	**3**	**2337**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips (Santa Clara)	-4	1	0	0	0	0	0	0	0	0	0	6	3
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	-4	1	0	0	0	0	0	0	0	0	0	6	3
Cumulative No Project Conditions	**20**	**556**	**375**	**50**	**25**	**0**	**4**	**697**	**391**	**72**	**80**	**9**	**2279**
Cumulative With Project Conditions	**20**	**563**	**375**	**50**	**25**	**0**	**4**	**751**	**391**	**72**	**80**	**9**	**2340**

Intersection Number: 1
Traffix Node Number: 4119
Intersection Name: Great America Parkway and Gold Street
Location: San Jose
Peak Hour: PM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**158**	**85**	**5**	**0**	**200**	**521**	**23**	**0**	**0**	**0**	**0**	**992**
Approved Project Trips													
Legacy Terrace (San Jose)	0	328	84	12	0	0	0	64	0	0	0	0	488
Marriott Residence Inn (San Jose)	0	50	27	28	0	0	0	52	0	0	0	0	157
85ksf R&D Credit for Marriott(San Jose)	0	-64	-17	-2	0	0	0	-8	0	0	0	0	-91
Lincoln Property (San Jose)	0	0	0	0	0	19	4	0	0	0	0	0	23
Tri City (San Jose)	0	0	0	0	0	0	59	0	0	0	0	0	59
NSJ Phase I (San Jose)	0	0	0	0	0	6	5	0	0	0	0	0	11
Approved Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Santa Clara)	0	0	0	0	0	305	190	0	0	0	0	0	495
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	314	94	38	0	330	258	108	0	0	0	0	1142
Background Conditions	**0**	**472**	**179**	**43**	**0**	**530**	**779**	**131**	**0**	**0**	**0**	**0**	**2134**
Project Trips (216ksf office)	0	209	58	12	0	0	0	43	0	0	0	0	322
Remaining Entitlement of 32ksf R&D	0	-22	-6	-1	0	0	0	-4	0	0	0	0	-33
Net Project Trips	0	187	52	11	0	0	0	39	0	0	0	0	289
Existing Plus Project Conditions	**0**	**367**	**143**	**17**	**0**	**200**	**521**	**66**	**0**	**0**	**0**	**0**	**1314**
Background Plus Project Conditions	**0**	**659**	**231**	**54**	**0**	**530**	**779**	**170**	**0**	**0**	**0**	**0**	**2423**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	62	66	0	0	0	0	0	128
NSJ Phase II Project Trips (San Jose)	0	0	0	0	0	6	5	0	0	0	0	0	11
Pending Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	0	68	71	0	0	0	0	0	139
Cumulative No Project Conditions	**0**	**472**	**179**	**43**	**0**	**598**	**850**	**131**	**0**	**0**	**0**	**0**	**2273**
Cumulative With Project Conditions	**0**	**659**	**231**	**54**	**0**	**598**	**850**	**170**	**0**	**0**	**0**	**0**	**2562**

Intersection Number: 2
Traffix Node Number: 3557
Intersection Name: Lafayette Street and Gold Street Connector
Location: San Jose
Peak Hour: PM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**130**	**229**	**0**	**0**	**0**	**0**	**0**	**222**	**77**	**294**	**0**	**319**	**1271**
Approved Project Trips													
Legacy Terrace (San Jose)	1	0	0	0	0	0	0	0	12	76	0	8	97
Marriott Residence Inn (San Jose)	6	0	0	0	0	0	0	0	22	21	0	6	55
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	-2	-15	0	-3	-20
Lincoln Property (San Jose)	20	8	0	0	0	0	0	1	0	0	0	4	33
Tri City (San Jose)	0	52	0	0	0	0	0	13	0	0	0	59	124
NSJ Phase I (San Jose)	5	5	0	0	0	0	0	0	1	2	0	0	13
Approved Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Santa Clara)	0	110	0	0	0	0	0	225	335	170	0	10	850
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	32	175	0	0	0	0	0	239	368	254	0	84	1152
Background Conditions	**162**	**404**	**0**	**0**	**0**	**0**	**0**	**461**	**445**	**548**	**0**	**403**	**2423**
Project Trips (216ksf office)	2	0	0	0	0	0	0	0	10	48	0	9	69
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	-1	-5	0	-1	-7
Net Project Trips	2	0	0	0	0	0	0	0	9	43	0	8	62
Existing Plus Project Conditions	**132**	**229**	**0**	**0**	**0**	**0**	**0**	**222**	**87**	**342**	**0**	**328**	**1340**
Background Plus Project Conditions	**164**	**404**	**0**	**0**	**0**	**0**	**0**	**461**	**454**	**591**	**0**	**411**	**2485**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	62	21	0	0	0	0	0	22	0	0	0	66	171
NSJ Phase II Project Trips (San Jose)	5	5	0	0	0	0	0	0	1	2	0	0	13
Pending Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	67	26	0	0	0	0	0	22	1	2	0	66	184
Cumulative No Project Conditions	**229**	**430**	**0**	**0**	**0**	**0**	**0**	**483**	**446**	**550**	**0**	**469**	**2607**
Cumulative With Project Conditions	**231**	**430**	**0**	**0**	**0**	**0**	**0**	**483**	**455**	**593**	**0**	**477**	**2669**

Intersection Number: 3
Traffix Node Number: 3028
Intersection Name: Great America Parkway and SR-237 (N) *
Location: San Jose
Peak Hour: PM
Count Date: 09/11/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**224**	**126**	**0**	**187**	**3**	**491**	**0**	**371**	**289**	**0**	**0**	**0**	**1691**
Approved Project Trips													
Legacy Terrace (San Jose)	72	257	0	18	0	0	0	45	0	0	0	0	392
Marriott Residence Inn (San Jose)	5	45	0	20	0	0	0	32	0	0	0	0	102
85ksf R&D Credit for Marriott(San Jose)	-12	-51	0	-4	0	0	0	-4	0	0	0	0	-71
Lincoln Property (San Jose)	5	14	0	1	0	0	0	2	0	0	0	0	22
Tri City (San Jose)	0	0	0	18	0	0	0	41	0	0	0	0	59
NSJ Phase I (San Jose)	3	1	0	4	1	10	0	1	1	0	0	0	21
Approved Project Trips (Santa Clara)	0	11	0	2	0	224	0	15	92	0	0	0	344
City Place (Santa Clara)	300	15	0	95	0	120	0	90	215	0	0	0	835
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	0	0	0	0	23	0	0	37	0	0	0	60
3515 Monroe St (Santa Clara)	3	0	0	0	0	0	0	2	0	0	0	0	5
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	5	0	0	50	0	0	0	55
Total Approved Trips	376	294	0	154	1	382	0	232	395	0	0	0	1834
Background Conditions	**600**	**420**	**0**	**341**	**4**	**873**	**0**	**603**	**684**	**0**	**0**	**0**	**3525**
Project Trips (216ksf office)	40	169	0	19	0	0	0	24	0	0	0	0	252
Remaining Entitlement of 32ksf R&D	-5	-17	0	-1	0	0	0	-3	0	0	0	0	-26
Net Project Trips	35	152	0	18	0	0	0	21	0	0	0	0	226
Existing Plus Project Conditions	**264**	**295**	**0**	**206**	**3**	**491**	**0**	**395**	**289**	**0**	**0**	**0**	**1943**
Background Plus Project Conditions	**635**	**572**	**0**	**359**	**4**	**873**	**0**	**624**	**684**	**0**	**0**	**0**	**3751**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	10	0	0	0	0	0	0	10
TopGolf (San Jose)	21	42	0	22	0	0	0	44	0	0	0	0	129
NSJ Phase II Project Trips (San Jose)	3	1	0	4	1	10	0	1	1	0	0	0	21
Pending Project Trips (Santa Clara)	0	0	0	0	0	19	0	0	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	23	0	0	11	0	0	0	34
Bixby Lane (Santa Clara)	0	0	0	0	0	5	0	0	5	0	0	0	10
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	24	43	0	26	1	67	0	45	17	0	0	0	223
Cumulative No Project Conditions	**624**	**463**	**0**	**367**	**5**	**940**	**0**	**648**	**701**	**0**	**0**	**0**	**3748**
Cumulative With Project Conditions	**659**	**615**	**0**	**385**	**5**	**940**	**0**	**669**	**701**	**0**	**0**	**0**	**3974**

Intersection Number: 4
Traffix Node Number: 3029
Intersection Name: Great America Parkway and SR-237 (S) *
Location: San Jose
Peak Hour: PM
Count Date: 09/11/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**530**	**58**	**0**	**0**	**0**	**566**	**419**	**0**	**261**	**13**	**158**	**2005**
Approved Project Trips													
Legacy Terrace (San Jose)	0	161	95	0	0	0	0	24	0	0	0	21	301
Marriott Residence Inn (San Jose)	0	25	19	0	0	0	0	26	0	0	0	6	76
85ksf R&D Credit for Marriott(San Jose)	0	-23	-28	0	0	0	0	-3	0	0	0	-2	-56
Lincoln Property (San Jose)	0	6	8	0	0	0	0	1	0	0	0	1	16
Tri City (San Jose)	0	0	0	0	0	0	0	23	0	0	0	18	41
NSJ Phase I (San Jose)	0	15	1	0	0	0	1	1	0	6	0	2	26
Approved Project Trips (Santa Clara)	0	227	8	0	0	0	717	107	0	19	0	0	1078
City Place (Santa Clara)	0	140	0	0	0	0	340	225	0	285	0	55	1045
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	23	0	0	0	0	111	37	0	8	0	0	179
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	2	2
3333 Scott Blvd (Santa Clara)	0	5	0	0	0	0	50	50	0	6	0	0	111
Total Approved Trips	0	581	103	0	0	0	1219	499	0	324	0	103	2829
Background Conditions	**0**	**1111**	**161**	**0**	**0**	**0**	**1785**	**918**	**0**	**585**	**13**	**261**	**4834**
Project Trips (216ksf office)	0	76	93	0	0	0	0	16	0	0	0	8	193
Remaining Entitlement of 32ksf R&D	0	-11	-6	0	0	0	0	-2	0	0	0	-1	-20
Net Project Trips	0	65	87	0	0	0	0	14	0	0	0	7	173
Existing Plus Project Conditions	**0**	**606**	**151**	**0**	**0**	**0**	**566**	**435**	**0**	**261**	**13**	**166**	**2198**
Background Plus Project Conditions	**0**	**1176**	**248**	**0**	**0**	**0**	**1785**	**932**	**0**	**585**	**13**	**268**	**5007**
Pending Project Trips													
Cilker Orchards (San Jose)	0	10	0	0	0	0	1	0	0	0	0	0	11
TopGolf (San Jose)	0	21	21	0	0	0	0	22	0	0	0	22	86
NSJ Phase II Project Trips (San Jose)	0	15	1	0	0	0	1	1	0	6	0	2	26
Pending Project Trips (Santa Clara)	0	19	0	0	0	0	41	0	0	0	0	0	60
Great America Master Plan (Santa Clara)	0	23	0	0	0	0	12	11	0	20	0	0	66
Bixby Lane (Santa Clara)	0	5	0	0	0	0	25	5	0	1	0	0	36
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	93	22	0	0	0	80	39	0	27	0	24	285
Cumulative No Project Conditions	**0**	**1204**	**183**	**0**	**0**	**0**	**1865**	**957**	**0**	**612**	**13**	**285**	**5119**
Cumulative With Project Conditions	**0**	**1269**	**270**	**0**	**0**	**0**	**1865**	**971**	**0**	**612**	**13**	**292**	**5292**

Intersection Number: 5
Traffix Node Number: 4006
Intersection Name: Great America Parkway and Great America Way
Location: Santa Clara
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1**	**648**	**80**	**197**	**1**	**90**	**389**	**987**	**28**	**11**	**2**	**0**	**2434**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	72	0	0	0	0	0	18	0	0	0	0	90
Approved Project Trips (Santa Clara)	7	239	0	0	0	0	0	769	29	53	0	55	1152
City Place (Santa Clara)	0	425	0	125	0	15	0	515	0	0	0	0	1080
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	30	0	0	0	0	0	148	0	0	0	0	178
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	11	0	0	0	0	0	100	0	0	0	0	111
Total Approved Trips	7	779	0	125	0	15	0	1558	29	53	0	55	2621
Background Conditions	**8**	**1427**	**80**	**322**	**1**	**105**	**389**	**2545**	**57**	**64**	**2**	**55**	**5055**
Project Trips (216ksf office)	0	76	0	0	0	0	0	16	0	0	0	0	92
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	76	0	0	0	0	0	16	0	0	0	0	92
Existing Plus Project Conditions	**1**	**724**	**80**	**197**	**1**	**90**	**389**	**1003**	**28**	**11**	**2**	**0**	**2526**
Background Plus Project Conditions	**8**	**1503**	**80**	**322**	**1**	**105**	**389**	**2561**	**57**	**64**	**2**	**55**	**5147**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	72	0	0	0	0	0	18	0	0	0	0	90
Pending Project Trips (Santa Clara)	0	19	0	0	0	6	-1	41	0	0	0	0	65
Great America Master Plan (Santa Clara)	0	43	0	0	0	0	0	23	0	0	0	0	66
Bixby Lane (Santa Clara)	0	6	0	0	0	0	0	30	0	0	0	0	36
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	140	0	0	0	6	-1	112	0	0	0	0	257
Cumulative No Project Conditions	**8**	**1567**	**80**	**322**	**1**	**111**	**388**	**2657**	**57**	**64**	**2**	**55**	**5312**
Cumulative With Project Conditions	**8**	**1643**	**80**	**322**	**1**	**111**	**388**	**2673**	**57**	**64**	**2**	**55**	**5404**

Intersection Number: 6
Traffix Node Number: 4005
Intersection Name: Great America Parkway and Alviso Road
Location: Santa Clara
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**113**	**708**	**82**	**35**	**11**	**69**	**27**	**792**	**69**	**121**	**110**	**619**	**2756**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	72	0	0	0	0	0	18	0	0	0	0	90
Approved Project Trips (Santa Clara)	45	320	57	0	0	0	0	719	0	0	0	22	1163
City Place (Santa Clara)	0	545	0	0	0	0	0	610	50	20	0	0	1225
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	30	0	0	0	0	0	148	0	0	0	0	178
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	15	0	0	0	0	0	100	0	0	0	0	115
Total Approved Trips	45	984	57	0	0	0	0	1603	50	20	0	22	2781
Background Conditions	**158**	**1692**	**139**	**35**	**11**	**69**	**27**	**2395**	**119**	**141**	**110**	**641**	**5537**
Project Trips (216ksf office)	0	76	0	0	0	0	0	16	0	0	0	0	92
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	76	0	0	0	0	0	16	0	0	0	0	92
Existing Plus Project Conditions	**113**	**784**	**82**	**35**	**11**	**69**	**27**	**808**	**69**	**121**	**110**	**619**	**2848**
Background Plus Project Conditions	**158**	**1768**	**139**	**35**	**11**	**69**	**27**	**2411**	**119**	**141**	**110**	**641**	**5629**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	72	0	0	0	0	0	18	0	0	0	0	90
Pending Project Trips (Santa Clara)	0	25	0	0	0	0	0	40	0	0	0	0	65
Great America Master Plan (Santa Clara)	0	43	0	0	0	0	0	23	0	0	0	0	66
Bixby Lane (Santa Clara)	0	6	0	0	0	0	0	30	0	0	0	0	36
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	146	0	0	0	0	0	111	0	0	0	0	257
Cumulative No Project Conditions	**158**	**1838**	**139**	**35**	**11**	**69**	**27**	**2506**	**119**	**141**	**110**	**641**	**5794**
Cumulative With Project Conditions	**158**	**1914**	**139**	**35**	**11**	**69**	**27**	**2522**	**119**	**141**	**110**	**641**	**5886**

Intersection Number: 7
Traffix Node Number: 4004
Intersection Name: Great America Parkway and Bunker Hill Lane
Location: Santa Clara
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**46**	**826**	**60**	**60**	**12**	**134**	**128**	**618**	**70**	**223**	**15**	**170**	**2362**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	72	0	0	0	0	0	18	0	0	0	0	90
Approved Project Trips (Santa Clara)	0	320	0	0	0	0	0	719	63	46	0	0	1148
City Place (Santa Clara)	5	650	0	0	0	0	0	265	0	0	0	0	920
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	30	0	0	0	0	0	148	0	0	0	0	178
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	20	0	0	0	0	0	100	0	0	0	0	120
Total Approved Trips	5	1094	0	0	0	0	0	1258	63	46	0	0	2466
Background Conditions	**51**	**1920**	**60**	**60**	**12**	**134**	**128**	**1876**	**133**	**269**	**15**	**170**	**4828**
Project Trips (216ksf office)	0	76	0	0	0	0	0	16	0	0	0	0	92
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	76	0	0	0	0	0	16	0	0	0	0	92
Existing Plus Project Conditions	**46**	**902**	**60**	**60**	**12**	**134**	**128**	**634**	**70**	**223**	**15**	**170**	**2454**
Background Plus Project Conditions	**51**	**1996**	**60**	**60**	**12**	**134**	**128**	**1892**	**133**	**269**	**15**	**170**	**4920**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	72	0	0	0	0	0	18	0	0	0	0	90
Pending Project Trips (Santa Clara)	0	25	0	0	0	0	0	40	0	0	0	0	65
Great America Master Plan (Santa Clara)	0	43	0	0	0	0	0	23	0	0	0	0	66
Bixby Lane (Santa Clara)	5	1	0	0	0	0	0	7	4	20	0	23	60
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	5	141	0	0	0	0	0	88	4	20	0	23	281
Cumulative No Project Conditions	**56**	**2061**	**60**	**60**	**12**	**134**	**128**	**1964**	**137**	**289**	**15**	**193**	**5109**
Cumulative With Project Conditions	**56**	**2137**	**60**	**60**	**12**	**134**	**128**	**1980**	**137**	**289**	**15**	**193**	**5201**

Intersection Number: 8
Traffix Node Number: 1207
Intersection Name: Great America Parkway and Tasman Drive *
Location: Santa Clara
Peak Hour: PM
Count Date: 09/16/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**60**	**868**	**275**	**99**	**277**	**398**	**462**	**626**	**102**	**128**	**679**	**75**	**4049**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	3	59	10	10	43	46	4	7	1	5	9	1	198
Approved Project Trips (Santa Clara)	63	293	10	7	35	16	76	465	78	348	139	309	1839
City Place (Santa Clara)	140	465	100	45	170	510	210	150	0	65	125	60	2040
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	30	0	0	0	10	48	148	9	2	0	0	247
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	20	0	0	0	1	8	100	0	0	0	0	130
Total Approved Trips	206	869	120	62	248	583	346	878	88	420	273	370	4464
Background Conditions	**266**	**1737**	**395**	**161**	**525**	**981**	**808**	**1504**	**190**	**548**	**952**	**445**	**8513**
Project Trips (216ksf office)	13	53	9	2	0	0	0	11	0	0	0	3	91
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	13	53	9	2	0	0	0	11	0	0	0	3	91
Existing Plus Project Conditions	**73**	**921**	**284**	**101**	**277**	**398**	**462**	**637**	**102**	**128**	**679**	**78**	**4140**
Background Plus Project Conditions	**279**	**1790**	**404**	**163**	**525**	**981**	**808**	**1515**	**190**	**548**	**952**	**448**	**8604**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	3	59	10	10	43	46	4	7	1	5	9	1	198
Pending Project Trips (Santa Clara)	0	25	0	0	0	1	6	40	3	8	1	0	84
Great America Master Plan (Santa Clara)	0	9	33	18	0	0	0	5	6	11	0	0	82
Bixby Lane (Santa Clara)	1	15	5	1	3	0	0	3	11	52	16	7	114
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	4	108	48	29	46	47	10	55	21	76	26	8	478
Cumulative No Project Conditions	**270**	**1845**	**443**	**190**	**571**	**1028**	**818**	**1559**	**211**	**624**	**978**	**453**	**8990**
Cumulative With Project Conditions	**283**	**1898**	**452**	**192**	**571**	**1028**	**818**	**1570**	**211**	**624**	**978**	**456**	**9081**

Intersection Number: 9
Traffix Node Number: 4003
Intersection Name: Great America Parkway and Old Glory Lane
Location: Santa Clara
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**7**	**1397**	**56**	**21**	**2**	**21**	**27**	**1139**	**20**	**149**	**7**	**17**	**2863**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	110	0	0	0	0	0	12	0	0	0	0	122
Approved Project Trips (Santa Clara)	13	644	0	0	0	0	0	526	112	472	0	93	1860
City Place (Santa Clara)	20	945	0	0	0	0	0	260	0	20	0	0	1245
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	42	0	0	0	0	0	206	0	0	0	0	248
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	21	0	0	0	0	0	108	0	0	0	0	130
Total Approved Trips	33	1764	0	0	0	0	0	1120	112	492	0	93	3615
Background Conditions	**40**	**3161**	**56**	**21**	**2**	**21**	**27**	**2259**	**132**	**641**	**7**	**110**	**6478**
Project Trips (216ksf office)	0	53	0	0	0	0	0	11	0	0	0	0	64
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	53	0	0	0	0	0	11	0	0	0	0	64
Existing Plus Project Conditions	**7**	**1450**	**56**	**21**	**2**	**21**	**27**	**1150**	**20**	**149**	**7**	**17**	**2927**
Background Plus Project Conditions	**40**	**3214**	**56**	**21**	**2**	**21**	**27**	**2270**	**132**	**641**	**7**	**110**	**6542**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	110	0	0	0	0	0	12	0	0	0	0	122
Pending Project Trips (Santa Clara)	0	34	0	0	0	0	0	49	1	0	0	0	84
Great America Master Plan (Santa Clara)	0	0	20	11	0	47	87	0	0	0	0	0	165
Bixby Lane (Santa Clara)	0	67	0	0	0	0	0	14	0	0	0	0	81
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	211	20	11	0	47	87	75	1	0	0	0	452
Cumulative No Project Conditions	**40**	**3372**	**76**	**32**	**2**	**68**	**114**	**2334**	**133**	**641**	**7**	**110**	**6929**
Cumulative With Project Conditions	**40**	**3425**	**76**	**32**	**2**	**68**	**114**	**2345**	**133**	**641**	**7**	**110**	**6993**

Intersection Number: 10
Traffix Node Number: 4002
Intersection Name: Great America Parkway and Patrick Henry Drive
Location: Santa Clara
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**12**	**1521**	**31**	**61**	**13**	**230**	**12**	**1012**	**125**	**450**	**9**	**30**	**3506**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	110	0	0	0	0	0	12	0	0	0	0	122
Approved Project Trips (Santa Clara)	0	1117	0	0	0	0	0	638	185	849	0	0	2789
City Place (Santa Clara)	0	970	0	0	0	0	0	245	0	10	0	0	1225
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	42	0	0	0	0	0	206	22	5	0	0	275
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	21	0	0	0	0	0	108	0	0	0	0	130
Total Approved Trips	0	2262	0	0	0	0	0	1217	207	864	0	0	4551
Background Conditions	**12**	**3783**	**31**	**61**	**13**	**230**	**12**	**2229**	**332**	**1314**	**9**	**30**	**8057**
Project Trips (216ksf office)	0	53	0	0	0	0	0	11	0	0	0	0	64
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	53	0	0	0	0	0	11	0	0	0	0	64
Existing Plus Project Conditions	**12**	**1574**	**31**	**61**	**13**	**230**	**12**	**1023**	**125**	**450**	**9**	**30**	**3570**
Background Plus Project Conditions	**12**	**3836**	**31**	**61**	**13**	**230**	**12**	**2240**	**332**	**1314**	**9**	**30**	**8121**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	110	0	0	0	0	0	12	0	0	0	0	122
Pending Project Trips (Santa Clara)	0	34	0	0	0	0	0	50	0	0	0	0	84
Great America Master Plan (Santa Clara)	0	47	0	0	0	0	0	87	0	0	0	0	134
Bixby Lane (Santa Clara)	0	67	0	0	0	0	0	14	0	1	0	0	82
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	258	0	0	0	0	0	163	0	1	0	0	422
Cumulative No Project Conditions	**12**	**4041**	**31**	**61**	**13**	**230**	**12**	**2392**	**332**	**1315**	**9**	**30**	**8478**
Cumulative With Project Conditions	**12**	**4094**	**31**	**61**	**13**	**230**	**12**	**2403**	**332**	**1315**	**9**	**30**	**8542**

Intersection Number: 11
Traffix Node Number: 1206
Intersection Name: Great America Parkway and Mission College Boulevard *
Location: Santa Clara
Peak Hour: PM
Count Date: 09/17/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**164**	**1646**	**274**	**201**	**243**	**697**	**318**	**594**	**472**	**312**	**307**	**203**	**5431**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	8	123	12	12	28	76	1	2	1	1	2	1	267
Approved Project Trips (Santa Clara)	51	1608	306	111	37	64	26	680	111	91	31	33	3149
City Place (Santa Clara)	15	810	155	25	20	45	10	255	0	0	15	0	1350
3000 Bowers (Santa Clara)	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway (Santa Clara)	0	0	47	228	0	355	73	0	0	0	0	0	703
3515 Monroe St (Santa Clara)	0	0	0	0	0	6	0	0	0	0	0	0	6
3333 Scott Blvd (Santa Clara)	0	21	0	0	0	1	4	108	0	0	0	0	135
Total Approved Trips	74	2564	520	376	85	547	114	1053	112	92	48	34	5620
Background Conditions	**238**	**4210**	**794**	**577**	**328**	**1244**	**432**	**1647**	**584**	**404**	**355**	**237**	**11051**
Project Trips (216ksf office)	0	53	0	0	0	0	0	11	0	0	0	0	64
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	53	0	0	0	0	0	11	0	0	0	0	64
Existing Plus Project Conditions	**164**	**1699**	**274**	**201**	**243**	**697**	**318**	**605**	**472**	**312**	**307**	**203**	**5495**
Background Plus Project Conditions	**238**	**4263**	**794**	**577**	**328**	**1244**	**432**	**1658**	**584**	**404**	**355**	**237**	**11115**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	8	123	12	12	28	76	1	2	1	1	2	1	267
Pending Project Trips (Santa Clara)	0	33	1	-1	0	8	3	51	-1	6	0	0	100
Great America Master Plan (Santa Clara)	0	30	16	31	0	0	0	57	0	0	0	0	134
Bixby Lane (Santa Clara)	0	61	7	2	0	0	0	12	0	0	0	0	82
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	8	247	36	44	28	84	4	122	0	7	2	1	583
Cumulative No Project Conditions	**246**	**4457**	**830**	**621**	**356**	**1328**	**436**	**1769**	**584**	**411**	**357**	**238**	**11633**
Cumulative With Project Conditions	**246**	**4510**	**830**	**621**	**356**	**1328**	**436**	**1780**	**584**	**411**	**357**	**238**	**11697**

Intersection Number: 12
Traffix Node Number: 1209
Intersection Name: Great America Parkway and US 101 Northbound Ramps *
Location: Santa Clara
Peak Hour: PM
Count Date: 09/30/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2184**	**0**	**608**	**0**	**341**	**180**	**1027**	**0**	**0**	**0**	**0**	**4340**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	34	166	0	0	0	0	1	3	0	0	0	0	204
Approved Project Trips (Santa Clara)	51	1712	0	263	0	136	355	554	0	0	0	0	3071
City Place (Santa Clara)	435	385	0	185	0	0	0	70	0	0	0	0	1075
3000 Bowers (Santa Clara)	0	2	0	0	0	12	0	8	0	0	0	0	22
Great America Parkway (Santa Clara)	117	237	0	23	0	0	0	50	0	0	0	0	427
3515 Monroe St (Santa Clara)	6	0	0	0	0	0	0	3	0	0	0	0	9
3333 Scott Blvd (Santa Clara)	0	23	0	0	0	26	76	112	0	0	0	0	237
Total Approved Trips	643	2525	0	471	0	174	432	800	0	0	0	0	5045
Background Conditions	**643**	**4709**	**0**	**1079**	**0**	**515**	**612**	**1827**	**0**	**0**	**0**	**0**	**9385**
Project Trips (216ksf office)	0	53	0	6	0	0	0	6	0	0	0	0	65
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	53	0	6	0	0	0	6	0	0	0	0	65
Existing Plus Project Conditions	**0**	**2237**	**0**	**614**	**0**	**341**	**180**	**1033**	**0**	**0**	**0**	**0**	**4405**
Background Plus Project Conditions	**643**	**4762**	**0**	**1085**	**0**	**515**	**612**	**1833**	**0**	**0**	**0**	**0**	**9450**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	34	166	0	0	0	0	1	3	0	0	0	0	204
Pending Project Trips (Santa Clara)	0	50	0	0	0	46	19	53	0	0	0	0	168
Great America Master Plan (Santa Clara)	6	25	0	23	0	0	0	34	0	0	0	0	88
Bixby Lane (Santa Clara)	5	56	0	6	0	0	0	6	0	0	0	0	73
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	45	297	0	29	0	46	20	96	0	0	0	0	533
Cumulative No Project Conditions	**688**	**5006**	**0**	**1108**	**0**	**561**	**632**	**1923**	**0**	**0**	**0**	**0**	**9918**
Cumulative With Project Conditions	**688**	**5059**	**0**	**1114**	**0**	**561**	**632**	**1929**	**0**	**0**	**0**	**0**	**9983**

Intersection Number: 13
Traffix Node Number: 1208
Intersection Name: Bowers Avenue and US 101 Southbound Ramps *
Location: Santa Clara
Peak Hour: PM
Count Date: 09/30/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**650**	**1780**	**0**	**0**	**0**	**0**	**472**	**957**	**0**	**262**	**0**	**241**	**4362**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	59	141	0	0	0	0	1	3	0	0	0	0	204
Approved Project Trips (Santa Clara)	765	1065	0	0	0	0	376	853	0	117	0	56	3232
City Place (Santa Clara)	35	275	0	0	0	0	0	35	0	80	0	20	445
3000 Bowers (Santa Clara)	0	14	0	0	0	0	59	56	0	10	0	0	139
Great America Parkway (Santa Clara)	111	126	0	0	0	0	0	26	0	0	0	24	287
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	3	3
3333 Scott Blvd (Santa Clara)	0	49	0	0	0	0	129	189	0	15	0	0	382
Total Approved Trips	970	1670	0	0	0	0	565	1162	0	222	0	103	4692
Background Conditions	**1620**	**3450**	**0**	**0**	**0**	**0**	**1037**	**2119**	**0**	**484**	**0**	**344**	**9054**
Project Trips (216ksf office)	27	27	0	0	0	0	0	6	0	0	0	0	60
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	27	27	0	0	0	0	0	6	0	0	0	0	60
Existing Plus Project Conditions	**677**	**1807**	**0**	**0**	**0**	**0**	**472**	**963**	**0**	**262**	**0**	**241**	**4422**
Background Plus Project Conditions	**1647**	**3477**	**0**	**0**	**0**	**0**	**1037**	**2125**	**0**	**484**	**0**	**344**	**9114**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	59	141	0	0	0	0	1	3	0	0	0	0	204
Pending Project Trips (Santa Clara)	0	96	0	0	0	0	18	55	0	95	0	2	266
Great America Master Plan (Santa Clara)	12	12	0	0	0	0	0	23	0	0	0	11	58
Bixby Lane (Santa Clara)	32	24	0	0	0	0	0	5	0	0	0	1	62
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	103	273	0	0	0	0	19	86	0	95	0	14	590
Cumulative No Project Conditions	**1723**	**3723**	**0**	**0**	**0**	**0**	**1056**	**2205**	**0**	**579**	**0**	**358**	**9644**
Cumulative With Project Conditions	**1750**	**3750**	**0**	**0**	**0**	**0**	**1056**	**2211**	**0**	**579**	**0**	**358**	**9704**

Intersection Number: 14
Traffix Node Number: 4010
Intersection Name: Lafayette Street and Calle De Luna
Location: Santa Clara
Peak Hour: PM
Count Date: 08/12/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**874**	**150**	**47**	**0**	**330**	**149**	**237**	**0**	**0**	**0**	**0**	**1787**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	59	0	0	0	59	50	50	0	0	0	0	216
Approved Project Trips (Santa Clara)	0	4	0	0	0	52	36	25	0	0	0	0	117
City Place (Santa Clara)	0	705	0	5	0	45	5	390	0	0	0	0	1150
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	6	1	0	0	0	0	0	7
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	768	0	5	0	162	92	465	0	0	0	0	1490
Background Conditions	**0**	**1642**	**150**	**52**	**0**	**492**	**241**	**702**	**0**	**0**	**0**	**0**	**3277**
Project Trips (216ksf office)	0	27	22	4	0	0	0	6	0	0	0	0	59
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	27	22	4	0	0	0	6	0	0	0	0	59
Existing Plus Project Conditions	**0**	**901**	**172**	**51**	**0**	**330**	**149**	**243**	**0**	**0**	**0**	**0**	**1846**
Background Plus Project Conditions	**0**	**1669**	**172**	**56**	**0**	**492**	**241**	**708**	**0**	**0**	**0**	**0**	**3336**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	59	0	0	0	59	50	50	0	0	0	0	216
Pending Project Trips (Santa Clara)	0	0	0	0	0	2	-1	1	0	0	0	0	2
Great America Master Plan (Santa Clara)	0	0	0	0	0	2	3	0	0	0	0	0	5
Bixby Lane (Santa Clara)	0	0	0	0	0	6	1	0	0	0	0	0	7
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	59	0	0	0	69	53	51	0	0	0	0	230
Cumulative No Project Conditions	**0**	**1700**	**150**	**52**	**0**	**560**	**293**	**752**	**0**	**0**	**0**	**0**	**3507**
Cumulative With Project Conditions	**0**	**1727**	**172**	**56**	**0**	**560**	**293**	**758**	**0**	**0**	**0**	**0**	**3566**

Intersection Number: 15
Traffix Node Number: 4009
Intersection Name: Calle Del Sol and Tasman Drive
Location: Santa Clara
Peak Hour: PM
Count Date: 08/12/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**67**	**0**	**262**	**229**	**550**	**0**	**0**	**0**	**0**	**0**	**1103**	**131**	**2342**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	13	0	-3	17	82	0	0	0	0	0	21	2	132
Approved Project Trips (Santa Clara)	9	0	27	5	48	0	0	0	0	0	179	46	314
City Place (Santa Clara)	20	0	10	10	505	0	0	0	0	0	200	15	760
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	1	0	0	0	9	0	0	0	0	0	42	6	58
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	43	0	34	32	644	0	0	0	0	0	442	69	1264
Background Conditions	**110**	**0**	**296**	**261**	**1194**	**0**	**0**	**0**	**0**	**0**	**1545**	**200**	**3606**
Project Trips (216ksf office)	0	0	22	4	2	0	0	0	0	0	9	0	37
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	22	4	2	0	0	0	0	0	9	0	37
Existing Plus Project Conditions	**67**	**0**	**284**	**233**	**552**	**0**	**0**	**0**	**0**	**0**	**1112**	**131**	**2379**
Background Plus Project Conditions	**110**	**0**	**318**	**265**	**1196**	**0**	**0**	**0**	**0**	**0**	**1554**	**200**	**3643**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	13	0	-3	17	82	0	0	0	0	0	21	2	132
Pending Project Trips (Santa Clara)	0	0	-1	2	1	0	0	0	0	0	7	0	9
Great America Master Plan (Santa Clara)	3	0	0	0	9	0	0	0	0	0	5	2	19
Bixby Lane (Santa Clara)	1	0	0	0	3	0	0	0	0	0	15	6	25
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	17	0	-4	19	95	0	0	0	0	0	48	10	185
Cumulative No Project Conditions	**127**	**0**	**292**	**280**	**1289**	**0**	**0**	**0**	**0**	**0**	**1593**	**210**	**3791**
Cumulative With Project Conditions	**127**	**0**	**314**	**284**	**1291**	**0**	**0**	**0**	**0**	**0**	**1602**	**210**	**3828**

Intersection Number:	16
Traffix Node Number:	801
Intersection Name:	Lick Mill Boulevard and Tasman Drive
Location:	Santa Clara
Peak Hour:	PM
Count Date:	08/12/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**9**	**21**	**23**	**12**	**709**	**278**	**210**	**0**	**66**	**397**	**954**	**9**	**2688**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	5	0	0	0	70	29	-2	0	7	6	17	0	132
Approved Project Trips (Santa Clara)	0	0	0	0	47	1	4	0	6	31	174	0	263
City Place (Santa Clara)	235	210	190	70	190	0	45	110	85	70	150	80	1435
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	6	0	0	0	2	11	31	0	50
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	240	210	190	70	313	30	47	110	100	118	372	80	1880
Background Conditions	**249**	**231**	**213**	**82**	**1022**	**308**	**257**	**110**	**166**	**515**	**1326**	**89**	**4568**
Project Trips (216ksf office)	0	0	0	0	5	0	0	0	2	8	23	0	38
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	5	0	0	0	2	8	23	0	38
Existing Plus Project Conditions	**9**	**21**	**23**	**12**	**714**	**278**	**210**	**0**	**68**	**405**	**977**	**9**	**2726**
Background Plus Project Conditions	**249**	**231**	**213**	**82**	**1027**	**308**	**257**	**110**	**168**	**523**	**1349**	**89**	**4606**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	5	0	0	0	70	29	-2	0	7	6	17	0	132
Pending Project Trips (Santa Clara)	0	0	0	0	3	0	0	0	0	0	6	0	9
Great America Master Plan (Santa Clara)	0	0	0	0	9	0	0	0	0	0	5	0	14
Bixby Lane (Santa Clara)	0	0	0	0	2	0	0	0	1	5	10	0	18
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	5	0	0	0	84	29	-2	0	8	11	38	0	173
Cumulative No Project Conditions	**254**	**231**	**213**	**82**	**1106**	**337**	**255**	**110**	**174**	**526**	**1364**	**89**	**4741**
Cumulative With Project Conditions	**254**	**231**	**213**	**82**	**1111**	**337**	**255**	**110**	**176**	**534**	**1387**	**89**	**4779**

Intersection Number: 17
Traffix Node Number: 9423
Intersection Name: America Center Drive and America Center Court
Location: San Jose
Peak Hour: PM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**231**	**0**	**0**	**0**	**15**	**0**	**30**	**3**	**0**	**0**	**0**	**279**
Approved Project Trips													
Legacy Terrace (San Jose)	0	372	0	0	0	41	8	68	0	0	0	0	489
Marriott Residence Inn (San Jose)	0	0	0	0	0	77	80	0	0	0	0	0	157
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	-81	-10	0	0	0	0	0	-91
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	372	0	0	0	37	78	68	0	0	0	0	555
Background Conditions	**0**	**603**	**0**	**0**	**0**	**52**	**78**	**98**	**3**	**0**	**0**	**0**	**834**
Project Trips (216ksf office)	0	64	0	0	0	203	47	8	0	0	0	0	322
Remaining Entitlement of 32ksf R&D	0	-25	0	0	0	-3	-1	-5	0	0	0	0	-34
Net Project Trips	0	39	0	0	0	200	46	3	0	0	0	0	288
Existing Plus Project Conditions	**0**	**295**	**0**	**0**	**0**	**218**	**47**	**38**	**3**	**0**	**0**	**0**	**601**
Background Plus Project Conditions	**0**	**642**	**0**	**0**	**0**	**252**	**124**	**101**	**3**	**0**	**0**	**0**	**1122**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	**0**	**603**	**0**	**0**	**0**	**52**	**78**	**98**	**3**	**0**	**0**	**0**	**834**
Cumulative With Project Conditions	**0**	**642**	**0**	**0**	**0**	**252**	**124**	**101**	**3**	**0**	**0**	**0**	**1122**

Intersection Number: 18
Traffix Node Number: 603
Intersection Name: Lafayette Street and Great America Way
Location: Santa Clara
Peak Hour: PM
Count Date: 01/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**19**	**508**	**5**	**1**	**0**	**1**	**1**	**175**	**59**	**582**	**1**	**125**	**1477**
Approved Project Trips													
Legacy Terrace (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Marriott Residence Inn (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
85ksf R&D Credit for Marriott(San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln Property (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Tri City (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips (Santa Clara)	0	4	0	0	0	0	0	25	0	0	0	0	29
City Place (Santa Clara)	0	165	115	210	130	0	0	360	15	0	25	0	1020
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	169	115	210	130	0	0	385	15	0	25	0	1049
Background Conditions	**19**	**677**	**120**	**211**	**130**	**1**	**1**	**560**	**74**	**582**	**26**	**125**	**2526**
Project Trips (216ksf office)	0	48	0	0	0	0	0	10	0	0	0	0	58
Remaining Entitlement of 32ksf R&D	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	48	0	0	0	0	0	10	0	0	0	0	58
Existing Plus Project Conditions	**19**	**556**	**5**	**1**	**0**	**1**	**1**	**185**	**59**	**582**	**1**	**125**	**1535**
Background Plus Project Conditions	**19**	**725**	**120**	**211**	**130**	**1**	**1**	**570**	**74**	**582**	**26**	**125**	**2584**
Pending Project Trips													
Cilker Orchards (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips (Santa Clara)	6	0	0	0	0	0	0	1	0	0	0	-1	6
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Lane (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	6	0	0	0	0	0	0	1	0	0	0	-1	6
Cumulative No Project Conditions	**25**	**677**	**120**	**211**	**130**	**1**	**1**	**561**	**74**	**582**	**26**	**124**	**2532**
Cumulative With Project Conditions	**25**	**725**	**120**	**211**	**130**	**1**	**1**	**571**	**74**	**582**	**26**	**124**	**2590**

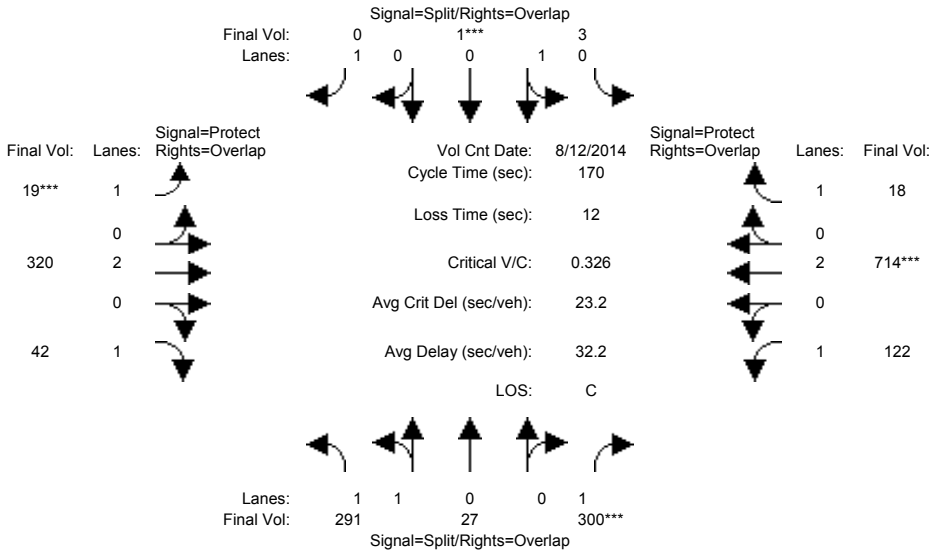
Appendix D

Level of Service Calculations

America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	291	27	300	3	1	0	19	320	42	122	714	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	27	300	3	1	0	19	320	42	122	714	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	27	300	3	1	0	19	320	42	122	714	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	27	300	3	1	0	19	320	42	122	714	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	27	300	3	1	0	19	320	42	122	714	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	27	300	3	1	0	19	320	42	122	714	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3249	301	1750	1350	450	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.17	0.00	0.00	0.00	0.01	0.08	0.02	0.07	0.19	0.01
Crit Moves:			****		****		****				****	
Green Time:	49.5	49.5	94.1	10.0	10.0	0.0	7.0	53.9	103.4	44.6	91.5	101.5
Volume/Cap:	0.31	0.31	0.31	0.04	0.04	0.00	0.26	0.27	0.04	0.27	0.35	0.02
Delay/Veh:	47.1	47.1	20.6	75.6	75.6	0.0	81.0	43.4	13.4	50.0	22.4	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	47.1	20.6	75.6	75.6	0.0	81.0	43.4	13.4	50.0	22.4	14.0
LOS by Move:	D	D	C	E	E	A	F	D	B	D	C	B
HCM2k95thQ:	13	13	16	0	0	0	2	11	2	10	19	1

Note: Queue reported is the number of cars per lane.

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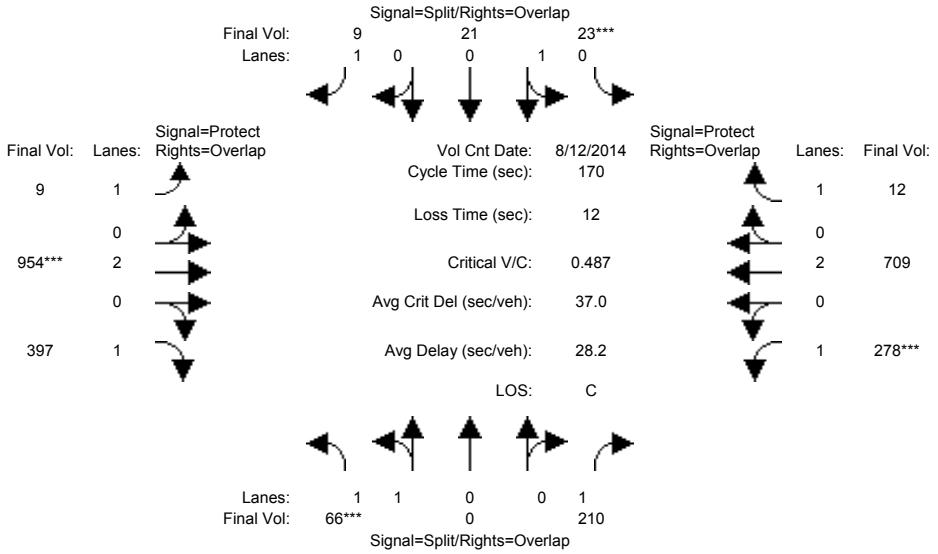
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	66	0	210	23	21	9	9	954	397	278	709	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	210	23	21	9	9	954	397	278	709	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	210	23	21	9	9	954	397	278	709	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	210	23	21	9	9	954	397	278	709	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	210	23	21	9	9	954	397	278	709	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	210	23	21	9	9	954	397	278	709	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.52	0.48	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3550	0	1750	941	859	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.12	0.02	0.02	0.01	0.01	0.25	0.23	0.16	0.19	0.01
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	63.5	10.0	10.0	34.9	24.9	84.5	94.5	53.5	113	123.1
Volume/Cap:	0.32	0.00	0.32	0.42	0.42	0.03	0.04	0.50	0.41	0.50	0.28	0.01
Delay/Veh:	77.6	0.0	38.2	79.8	79.8	53.9	62.3	28.9	22.0	48.2	11.8	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.6	0.0	38.2	79.8	79.8	53.9	62.3	28.9	22.0	48.2	11.8	6.5
LOS by Move:	E	A	D	E	E	D	E	C	C	D	B	A
HCM2k95thQ:	4	0	15	6	6	1	1	28	22	22	14	0

Note: Queue reported is the number of cars per lane.

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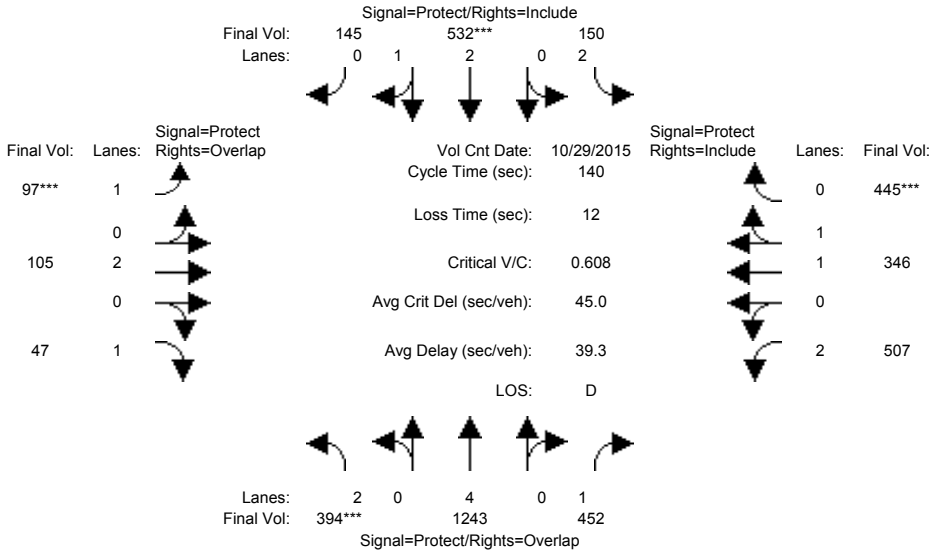
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	1243	452	150	532	145	97	105	47	507	346	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1243	452	150	532	145	97	105	47	507	346	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	1243	452	150	532	145	97	105	47	507	346	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	1243	452	150	532	145	97	105	47	507	346	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.33	0.67	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	4399	1199	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.26	0.05	0.12	0.12	0.06	0.03	0.03	0.16	0.18	0.25
Crit Moves:	****				****		****					****
Green Time:	28.8	43.4	92.8	13.3	27.9	27.9	12.8	21.9	50.7	49.4	58.6	58.6
Volume/Cap:	0.61	0.53	0.39	0.50	0.61	0.61	0.61	0.18	0.07	0.46	0.44	0.61
Delay/Veh:	52.1	40.1	10.9	61.6	52.1	52.1	67.8	51.3	29.3	35.2	29.1	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	40.1	10.9	61.6	52.1	52.1	67.8	51.3	29.3	35.2	29.1	32.6
LOS by Move:	D	D	B	E	D	D	E	D	C	D	C	C
HCM2k95thQ:	17	20	17	7	16	16	10	4	3	18	19	28

Note: Queue reported is the number of cars per lane.

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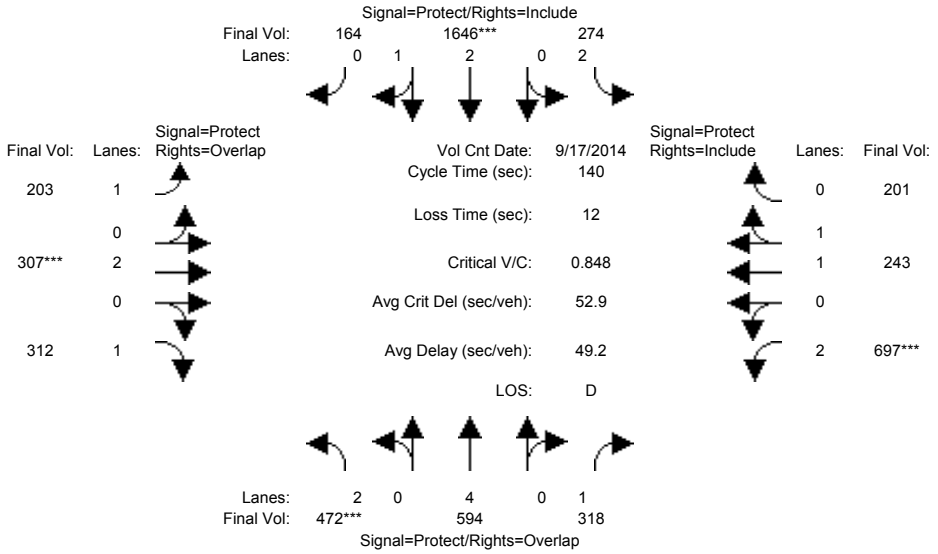
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	594	318	274	1646	164	203	307	312	697	243	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	594	318	274	1646	164	203	307	312	697	243	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	594	318	274	1646	164	203	307	312	697	243	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	472	594	318	274	1646	164	203	307	312	697	243	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	2.00	1.07	0.93
Final Sat.:	3150	7600	1750	3150	5092	507	1750	3800	1750	3150	2024	1674
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.18	0.09	0.32	0.32	0.12	0.08	0.18	0.22	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	24.7	37.0	73.5	41.1	53.4	53.4	24.5	13.3	38.1	36.5	25.4	25.4
Volume/Cap:	0.85	0.30	0.35	0.30	0.85	0.85	0.66	0.85	0.66	0.85	0.66	0.66
Delay/Veh:	67.5	41.2	19.5	38.4	43.0	43.0	59.2	79.2	48.4	57.3	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	41.2	19.5	38.4	43.0	43.0	59.2	79.2	48.4	57.3	55.8	55.8
LOS by Move:	E	D	B	D	D	D	E	E	D	E	E	E
HCM2k95thQ:	23	10	16	10	40	40	18	17	24	31	17	17

Note: Queue reported is the number of cars per lane.

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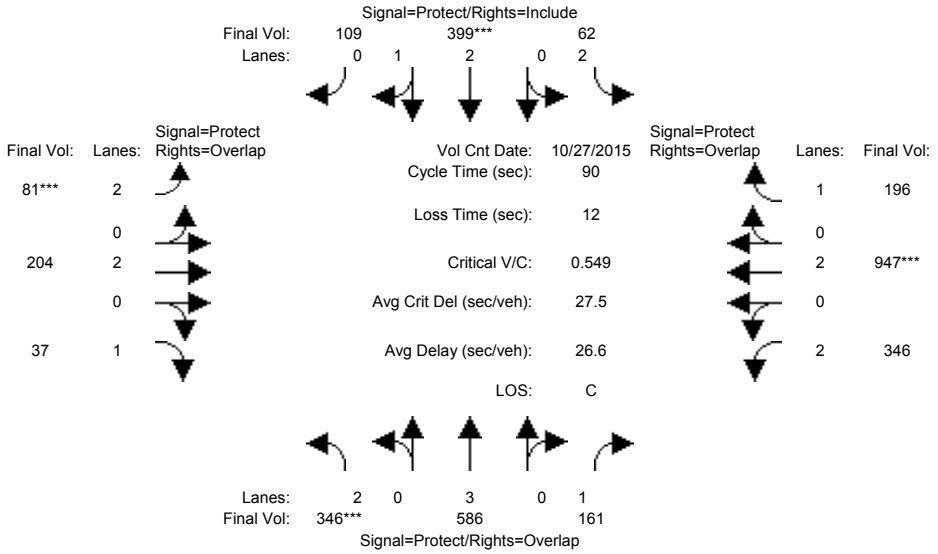
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	346	586	161	62	399	109	81	204	37	346	947	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	586	161	62	399	109	81	204	37	346	947	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	586	161	62	399	109	81	204	37	346	947	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	586	161	62	399	109	81	204	37	346	947	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	586	161	62	399	109	81	204	37	346	947	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	586	161	62	399	109	81	204	37	346	947	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4397	1201	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.09	0.02	0.09	0.09	0.03	0.05	0.02	0.11	0.25	0.11
Crit Moves:	****				****		****				****	
Green Time:	17.3	18.6	41.7	13.0	14.3	14.3	7.0	23.3	40.6	23.0	39.3	52.4
Volume/Cap:	0.57	0.50	0.20	0.14	0.57	0.57	0.33	0.21	0.05	0.43	0.57	0.19
Delay/Veh:	34.2	31.9	14.4	33.7	35.9	35.9	40.1	26.2	13.9	28.4	19.5	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	31.9	14.4	33.7	35.9	35.9	40.1	26.2	13.9	28.4	19.5	8.9
LOS by Move:	C	C	B	C	D	D	D	C	B	C	B	A
HCM2k95thQ:	10	9	6	2	9	9	3	4	1	9	18	5

Note: Queue reported is the number of cars per lane.

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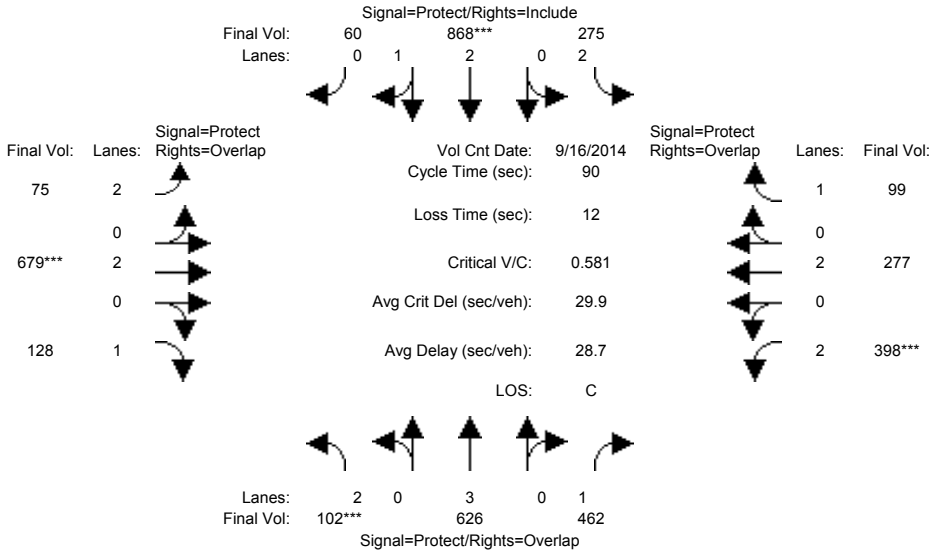
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	102	626	462	275	868	60	75	679	128	398	277	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	626	462	275	868	60	75	679	128	398	277	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	626	462	275	868	60	75	679	128	398	277	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	626	462	275	868	60	75	679	128	398	277	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	626	462	275	868	60	75	679	128	398	277	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	626	462	275	868	60	75	679	128	398	277	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5237	362	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.26	0.09	0.17	0.17	0.02	0.18	0.07	0.13	0.07	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.0	19.6	38.6	12.4	25.0	25.0	18.9	26.9	33.9	19.1	27.1	39.5
Volume/Cap:	0.42	0.50	0.62	0.63	0.60	0.60	0.11	0.60	0.19	0.60	0.24	0.13
Delay/Veh:	40.7	31.3	21.4	39.7	28.8	28.8	28.8	27.8	19.0	33.5	23.8	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	31.3	21.4	39.7	28.8	28.8	28.8	27.8	19.0	33.5	23.8	15.1
LOS by Move:	D	C	C	D	C	C	C	C	B	C	C	B
HCM2k95thQ:	3	10	20	9	14	14	2	15	5	11	6	3

Note: Queue reported is the number of cars per lane.

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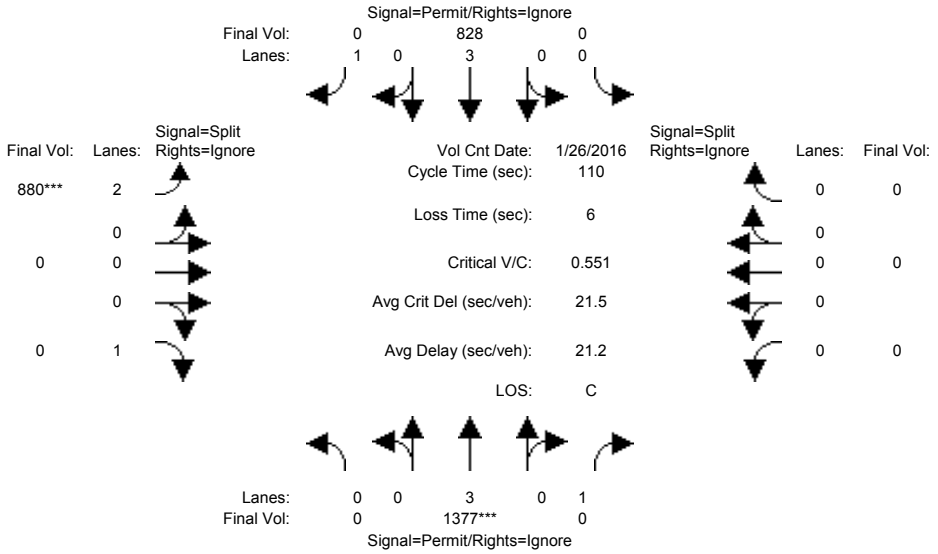
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	1377	227	0	828	270	880	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1377	227	0	828	270	880	0	274	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1377	227	0	828	270	880	0	274	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1377	0	0	828	0	880	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1377	0	0	828	0	880	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1377	0	0	828	0	880	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.15	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	48.2	0.0	0.0	48.2	0.0	55.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.33	0.00	0.55	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.1	0.0	0.0	20.4	0.0	19.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	0.0	0.0	20.4	0.0	19.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	A	A	A	A
HCM2k95thQ:	0	20	0	0	11	0	22	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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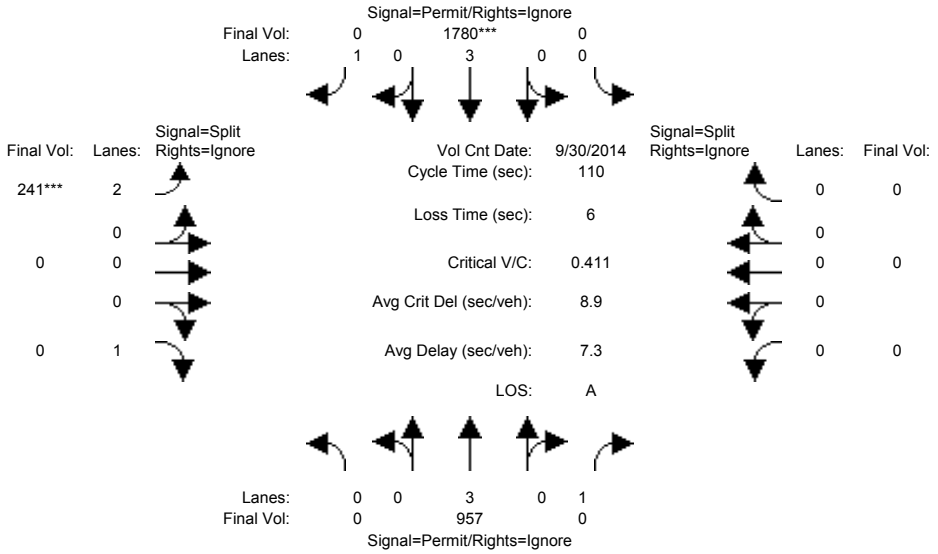
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	957	472	0	1780	650	241	0	262	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	957	472	0	1780	650	241	0	262	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	957	472	0	1780	650	241	0	262	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	957	0	0	1780	0	241	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	957	0	0	1780	0	241	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	957	0	0	1780	0	241	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.31	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	83.5	0.0	0.0	83.5	0.0	20.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.00	0.00	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.9	0.0	0.0	4.7	0.0	39.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.9	0.0	0.0	4.7	0.0	39.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	6	0	0	13	0	9	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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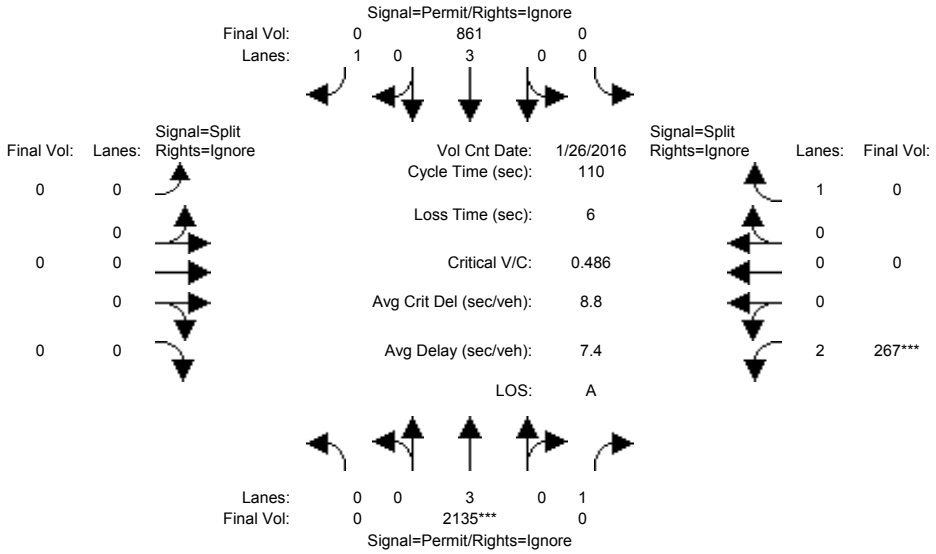
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2135	0	0	861	334	0	0	0	267	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2135	0	0	861	334	0	0	0	267	0	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2135	0	0	861	334	0	0	0	267	0	730
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2135	0	0	861	0	0	0	0	267	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2135	0	0	861	0	0	0	0	267	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2135	0	0	861	0	0	0	0	267	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	84.8	0.0	0.0	84.8	0.0	0.0	0.0	0.0	19.2	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	16	0	0	5	0	0	0	0	10	0	0

Note: Queue reported is the number of cars per lane.

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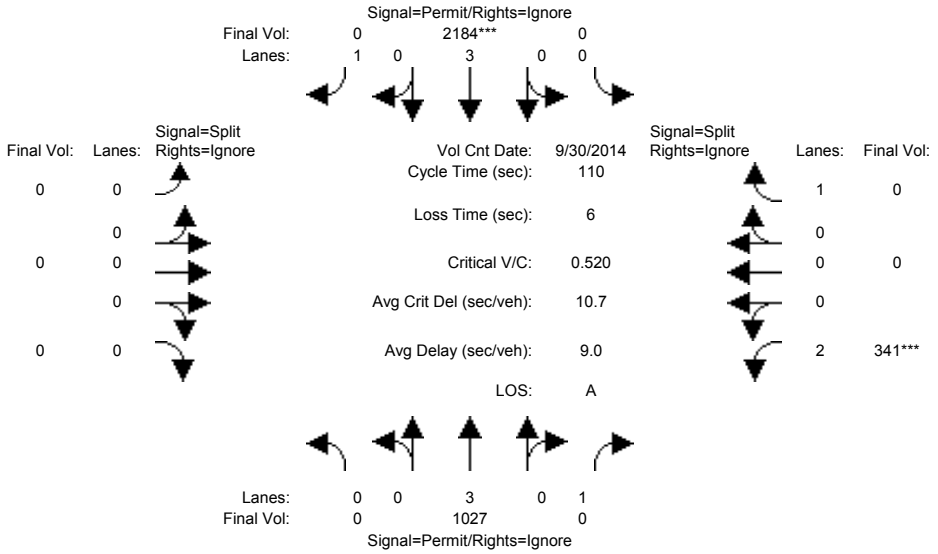
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1027	180	0	2184	0	0	0	0	341	0	608
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1027	180	0	2184	0	0	0	0	341	0	608
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1027	180	0	2184	0	0	0	0	341	0	608
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1027	0	0	2184	0	0	0	0	341	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1027	0	0	2184	0	0	0	0	341	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1027	0	0	2184	0	0	0	0	341	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	81.1	0.0	0.0	81.1	0.0	0.0	0.0	0.0	22.9	0.0	0.0
Volume/Cap:	0.00	0.24	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	39.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	39.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	7	0	0	19	0	0	0	0	13	0	0

Note: Queue reported is the number of cars per lane.

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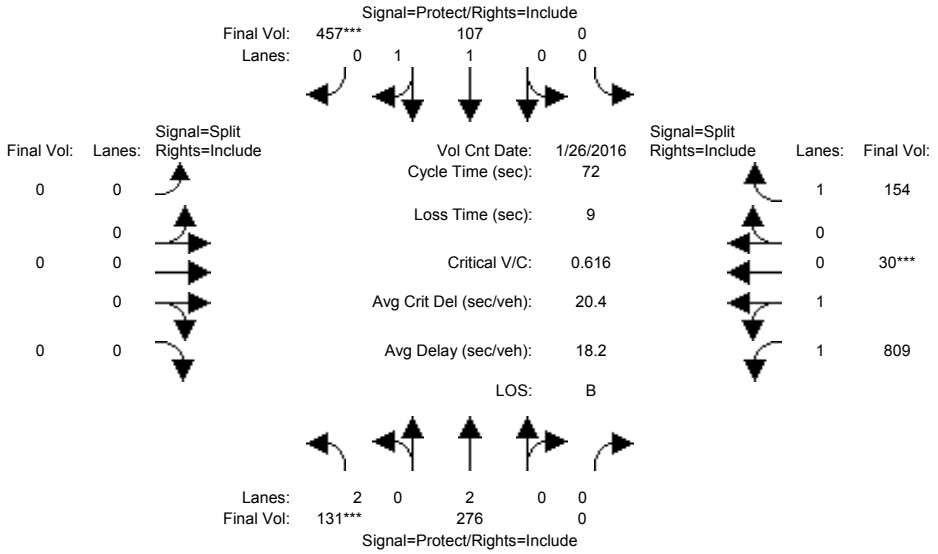
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	131	276	0	0	107	457	0	0	0	809	30	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	276	0	0	107	457	0	0	0	809	30	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	276	0	0	107	457	0	0	0	809	30	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	276	0	0	107	457	0	0	0	809	30	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	276	0	0	107	457	0	0	0	809	30	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	276	0	0	107	457	0	0	0	809	30	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.93	0.07	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3423	127	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.06	0.26	0.00	0.00	0.00	0.24	0.24	0.09
Crit Moves:	****					****					****	
Green Time:	7.0	36.4	0.0	0.0	29.4	29.4	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.43	0.14	0.00	0.00	0.14	0.64	0.00	0.00	0.00	0.64	0.64	0.24
Delay/Veh:	31.6	9.5	0.0	0.0	13.4	18.7	0.0	0.0	0.0	19.8	19.8	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	9.5	0.0	0.0	13.4	18.7	0.0	0.0	0.0	19.8	19.8	15.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	3	0	0	3	17	0	0	0	17	17	5

Note: Queue reported is the number of cars per lane.

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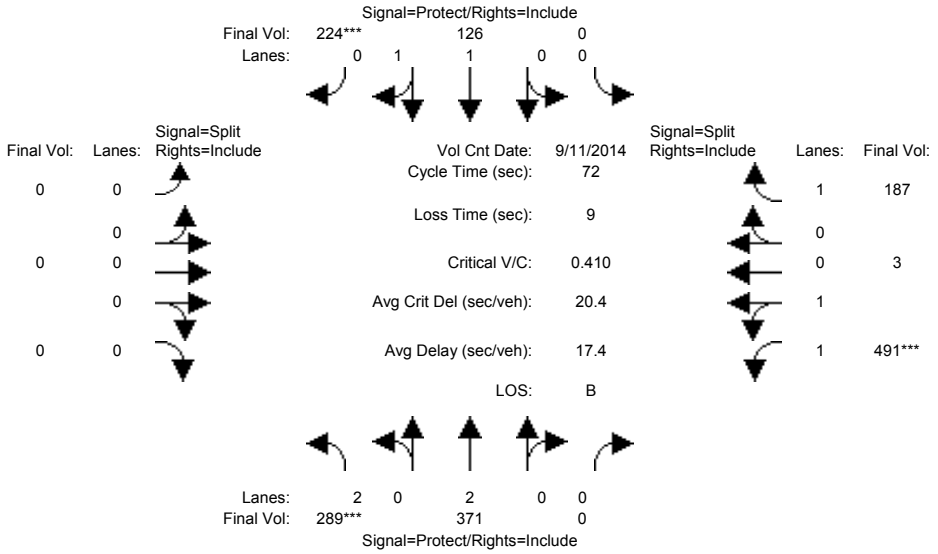
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	371	0	0	126	224	0	0	0	491	3	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	371	0	0	126	224	0	0	0	491	3	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	371	0	0	126	224	0	0	0	491	3	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	371	0	0	126	224	0	0	0	491	3	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3528	22	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.14	0.14	0.11
Crit Moves:	****					****				****		
Green Time:	16.1	38.6	0.0	0.0	22.5	22.5	0.0	0.0	0.0	24.4	24.4	24.4
Volume/Cap:	0.41	0.18	0.00	0.00	0.21	0.41	0.00	0.00	0.00	0.41	0.41	0.31
Delay/Veh:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	6	4	0	0	4	8	0	0	0	9	9	7

Note: Queue reported is the number of cars per lane.

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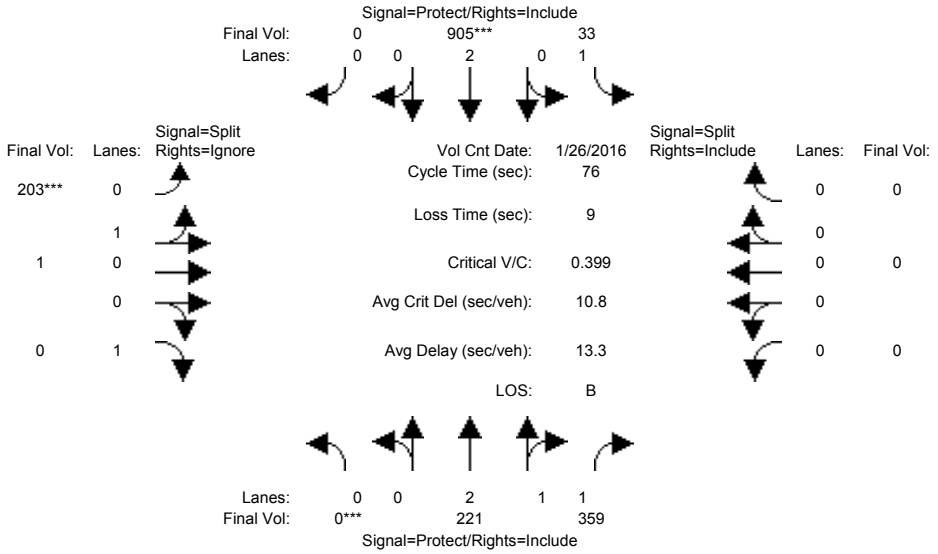
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	221	359	33	905	0	203	1	436	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	221	359	33	905	0	203	1	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	221	359	33	905	0	203	1	436	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	221	359	33	905	0	203	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	221	359	33	905	0	203	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	221	359	33	905	0	203	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1791	9	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.02	0.24	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.7	26.7	18.7	45.4	0.0	21.6	21.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.29	0.08	0.40	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.0	17.9	22.1	8.2	0.0	22.5	22.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	17.9	22.1	8.2	0.0	22.5	22.5	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	3	6	1	11	0	9	9	0	0	0	0

Note: Queue reported is the number of cars per lane.

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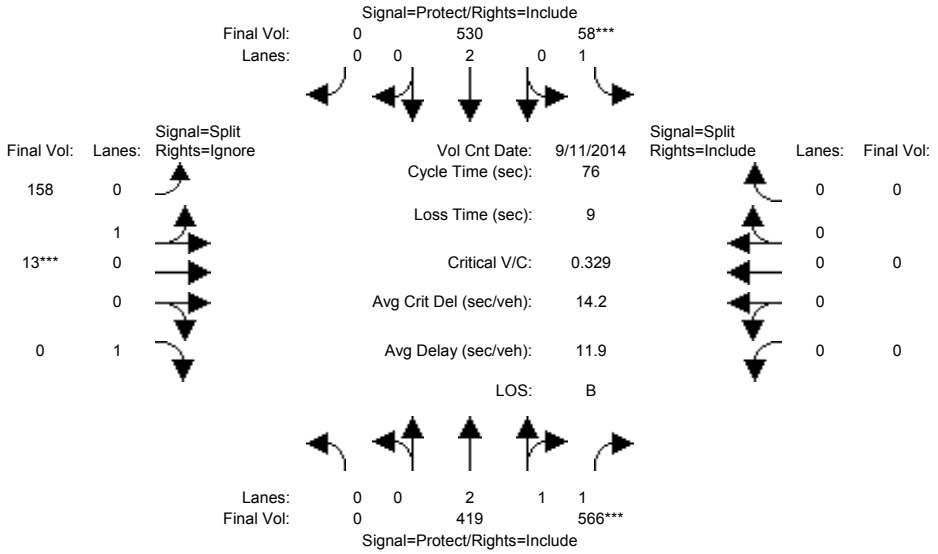
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	419	566	58	530	0	158	13	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	419	566	58	530	0	158	13	261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	419	566	58	530	0	158	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	419	566	58	530	0	158	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	419	566	58	530	0	158	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1663	137	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.16	0.03	0.14	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	37.4	37.4	7.7	45.0	0.0	22.0	22.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.33	0.33	0.24	0.00	0.33	0.33	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.1	11.8	32.9	7.4	0.0	21.6	21.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	11.8	32.9	7.4	0.0	21.6	21.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	5	8	3	6	0	7	7	0	0	0	0

Note: Queue reported is the number of cars per lane.

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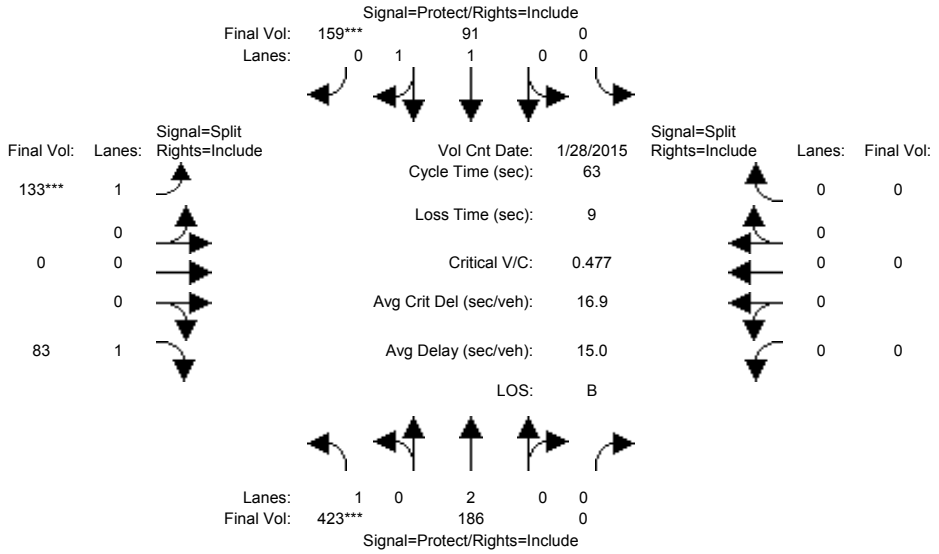
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	423	186	0	0	91	159	133	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	186	0	0	91	159	133	0	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	186	0	0	91	159	133	0	83	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	423	186	0	0	91	159	133	0	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	186	0	0	91	159	133	0	83	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	186	0	0	91	159	133	0	83	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.05	0.00	0.00	0.05	0.09	0.08	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	31.9	44.0	0.0	0.0	12.0	12.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.48	0.07	0.00	0.00	0.25	0.48	0.48	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	10.5	3.0	0.0	0.0	21.8	23.4	25.4	0.0	24.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	3.0	0.0	0.0	21.8	23.4	25.4	0.0	24.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	C	A	C	A	A	A
HCM2k95thQ:	11	1	0	0	3	7	5	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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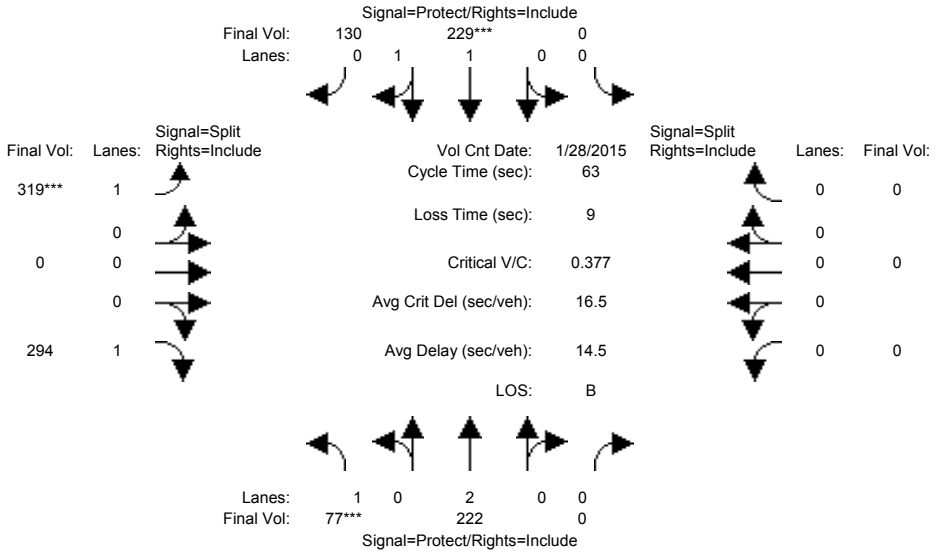
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	77	222	0	0	229	130	319	0	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	222	0	0	229	130	319	0	294	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	222	0	0	229	130	319	0	294	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	222	0	0	229	130	319	0	294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	222	0	0	229	130	319	0	294	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	222	0	0	229	130	319	0	294	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.26	0.74	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2359	1339	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.10	0.10	0.18	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.3	23.6	0.0	0.0	16.2	16.2	30.4	0.0	30.4	0.0	0.0	0.0
Volume/Cap:	0.38	0.16	0.00	0.00	0.38	0.38	0.38	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	26.9	13.2	0.0	0.0	19.5	19.5	10.6	0.0	10.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	13.2	0.0	0.0	19.5	19.5	10.6	0.0	10.4	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	B	A	B	A	A	A
HCM2k95thQ:	3	3	0	0	7	7	8	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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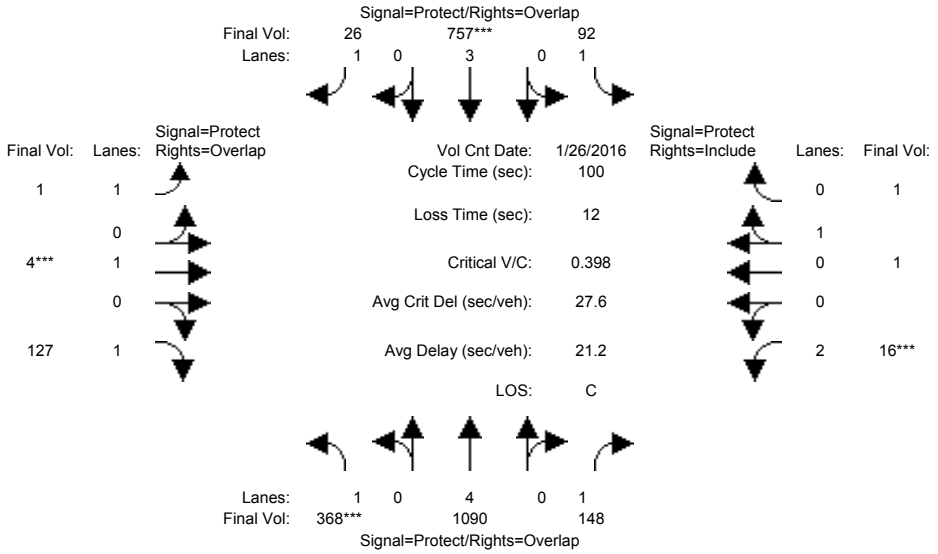
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1090	148	92	757	26	1	4	127	16	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	1090	148	92	757	26	1	4	127	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	1090	148	92	757	26	1	4	127	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	1090	148	92	757	26	1	4	127	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.14	0.08	0.05	0.13	0.01	0.00	0.00	0.07	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.5	47.7	54.7	23.3	27.5	34.5	7.0	10.0	53.5	7.0	10.0	10.0
Volume/Cap:	0.48	0.30	0.15	0.23	0.48	0.04	0.01	0.02	0.14	0.07	0.01	0.01
Delay/Veh:	20.7	16.0	11.3	31.3	30.6	21.8	43.3	40.6	11.7	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	16.0	11.3	31.3	30.6	21.8	43.3	40.6	11.7	43.6	40.6	40.6
LOS by Move:	C	B	B	C	C	C	D	D	B	D	D	D
HCM2k95thQ:	16	10	5	5	12	1	0	0	4	1	0	0

Note: Queue reported is the number of cars per lane.

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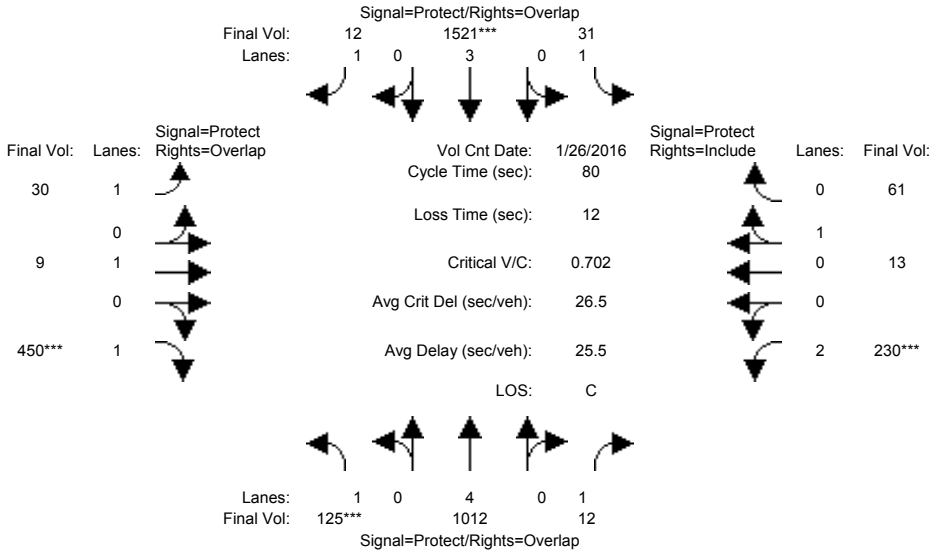
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1012	12	31	1521	12	30	9	450	230	13	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1012	12	31	1521	12	30	9	450	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1012	12	31	1521	12	30	9	450	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1012	12	31	1521	12	30	9	450	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.01	0.02	0.27	0.01	0.02	0.00	0.26	0.07	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	8.1	23.3	31.6	15.3	30.4	41.8	11.4	19.3	27.5	8.3	16.3	16.3
Volume/Cap:	0.70	0.46	0.02	0.09	0.70	0.01	0.12	0.02	0.75	0.70	0.20	0.20
Delay/Veh:	46.7	23.4	14.8	26.8	22.0	9.2	30.2	23.1	28.4	41.4	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	23.4	14.8	26.8	22.0	9.2	30.2	23.1	28.4	41.4	26.8	26.8
LOS by Move:	D	C	B	C	C	A	C	C	C	D	C	C
HCM2k95thQ:	7	10	0	1	20	0	1	0	20	10	3	3

Note: Queue reported is the number of cars per lane.

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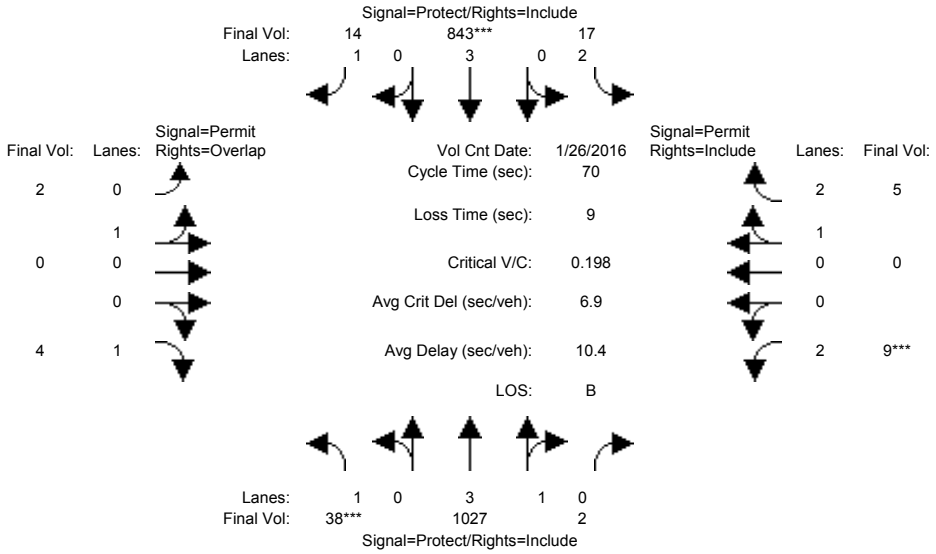
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1027	2	17	843	14	2	0	4	9	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1027	2	17	843	14	2	0	4	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1027	2	17	843	14	2	0	4	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1027	2	17	843	14	2	0	4	9	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7485	15	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.01	0.15	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	30.0	30.0	21.0	44.0	44.0	10.0	0.0	17.0	10.0	0.0	10.0
Volume/Cap:	0.22	0.32	0.32	0.02	0.24	0.01	0.01	0.00	0.01	0.02	0.00	0.01
Delay/Veh:	29.6	13.3	13.3	17.3	5.7	4.9	25.8	0.0	20.1	25.8	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	13.3	13.3	17.3	5.7	4.9	25.8	0.0	20.1	25.8	0.0	25.7
LOS by Move:	C	B	B	B	A	A	C	A	C	C	A	C
HCM2k95thQ:	2	7	7	0	5	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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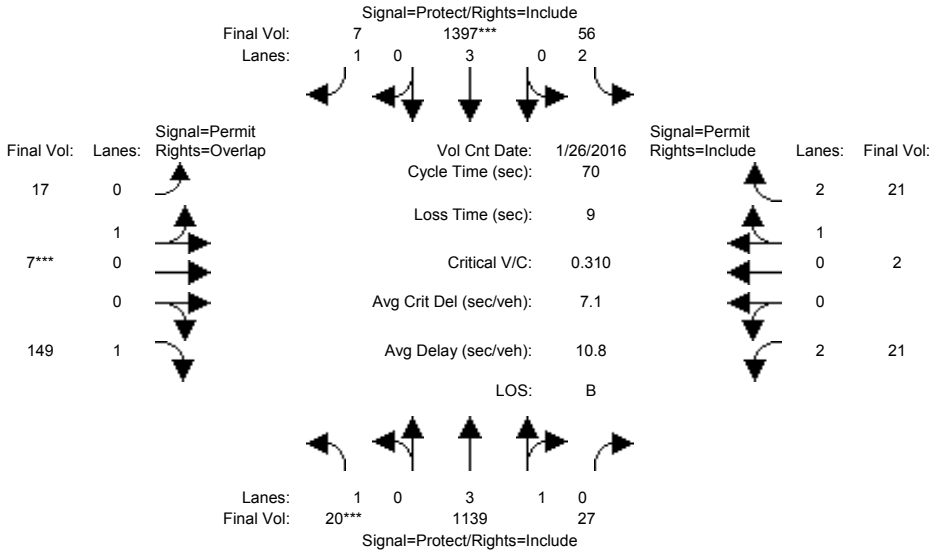
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1139	27	56	1397	7	17	7	149	21	2	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1139	27	56	1397	7	17	7	149	21	2	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1139	27	56	1397	7	17	7	149	21	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1139	27	56	1397	7	17	7	149	21	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	3.90	0.10	2.00	3.00	1.00	0.71	0.29	1.00	2.00	0.26	2.74
Final Sat.:	1750	7326	174	3150	5700	1750	1275	525	1750	3150	470	4930
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.02	0.25	0.00	0.01	0.01	0.09	0.01	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	7.0	31.0	31.0	20.0	44.0	44.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.35	0.35	0.06	0.39	0.01	0.09	0.09	0.35	0.05	0.03	0.03
Delay/Veh:	29.0	12.9	12.9	18.2	6.5	4.9	26.2	26.2	22.4	25.9	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	12.9	12.9	18.2	6.5	4.9	26.2	26.2	22.4	25.9	25.8	25.8
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	8	8	1	10	0	1	1	6	1	0	0

Note: Queue reported is the number of cars per lane.

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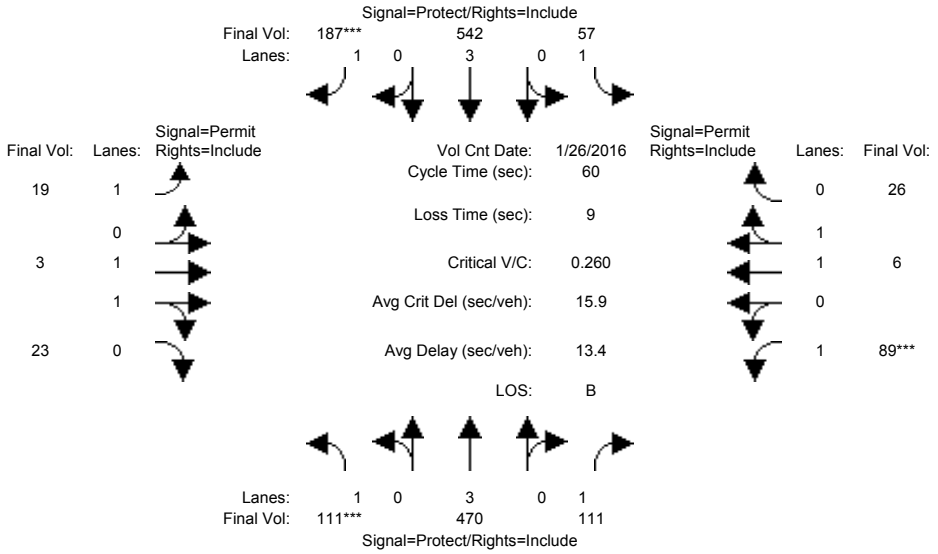
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	111	470	111	57	542	187	19	3	23	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	470	111	57	542	187	19	3	23	89	6	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	470	111	57	542	187	19	3	23	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	470	111	57	542	187	19	3	23	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	470	111	57	542	187	19	3	23	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	470	111	57	542	187	19	3	23	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.06	0.03	0.10	0.11	0.01	0.00	0.01	0.05	0.00	0.01
Crit Moves:	****					****				****		
Green Time:	14.6	23.1	23.1	16.2	24.6	24.6	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.26	0.21	0.16	0.12	0.23	0.26	0.06	0.01	0.07	0.26	0.02	0.08
Delay/Veh:	18.6	12.4	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	12.4	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2k95thQ:	4	4	3	2	4	5	1	0	1	4	0	1

Note: Queue reported is the number of cars per lane.

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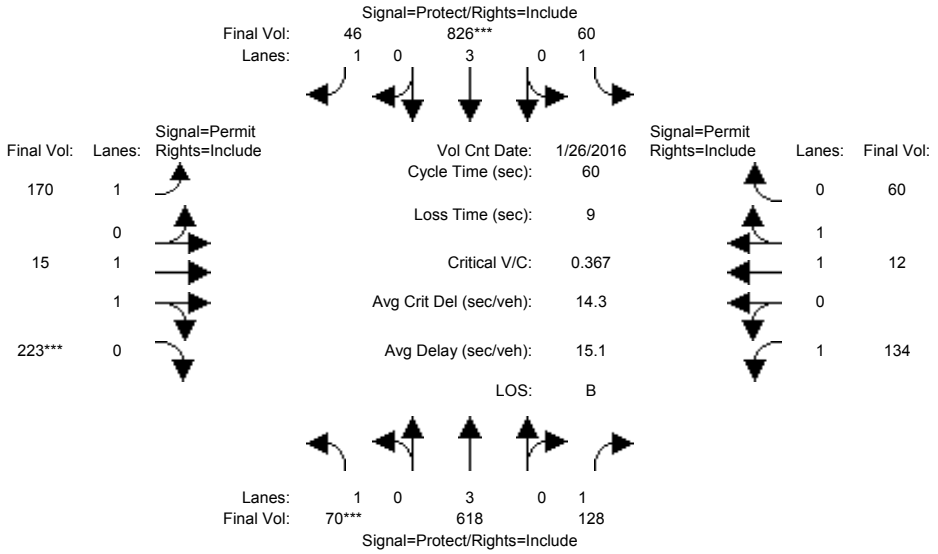
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	70	618	128	60	826	46	170	15	223	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	618	128	60	826	46	170	15	223	134	12	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	618	128	60	826	46	170	15	223	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	618	128	60	826	46	170	15	223	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	618	128	60	826	46	170	15	223	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	618	128	60	826	46	170	15	223	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.03	0.14	0.03	0.10	0.01	0.13	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	17.9	17.9	12.5	23.4	23.4	20.6	20.6	20.6	20.6	20.6	20.6
Volume/Cap:	0.34	0.36	0.25	0.16	0.37	0.07	0.28	0.02	0.37	0.22	0.02	0.10
Delay/Veh:	25.4	16.7	16.2	19.7	13.2	11.5	14.6	13.0	15.2	14.2	13.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	16.7	16.2	19.7	13.2	11.5	14.6	13.0	15.2	14.2	13.0	13.5
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2k95thQ:	3	6	4	2	7	1	5	0	7	4	0	2

Note: Queue reported is the number of cars per lane.

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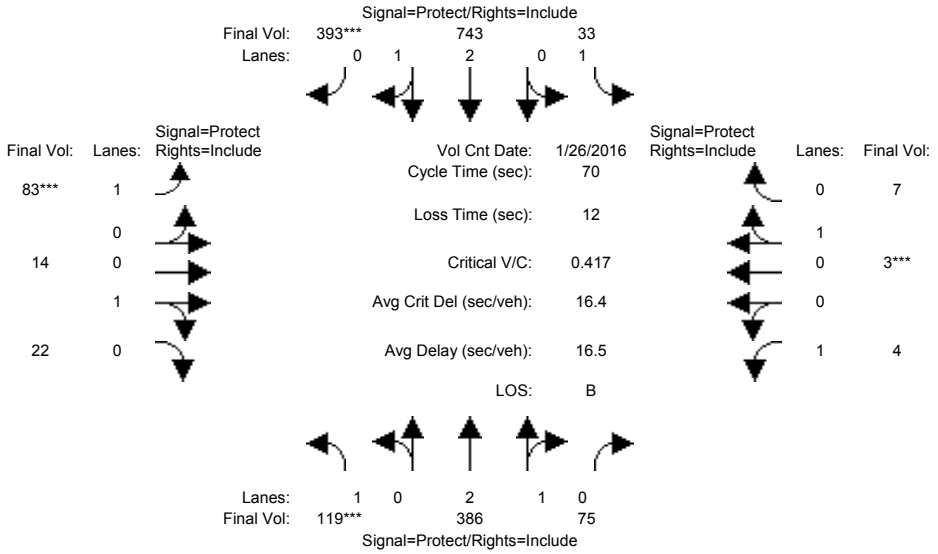
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	386	75	33	743	393	83	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	386	75	33	743	393	83	14	22	4	3	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	386	75	33	743	393	83	14	22	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	386	75	33	743	393	83	14	22	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	386	75	33	743	393	83	14	22	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	386	75	33	743	393	83	14	22	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.49	0.51	1.00	2.00	1.00	1.00	0.39	0.61	1.00	0.30	0.70
Final Sat.:	1750	4688	911	1750	3800	1750	1750	700	1100	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.02	0.20	0.22	0.05	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green Time:	9.5	24.1	24.1	16.9	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.50	0.24	0.24	0.08	0.43	0.50	0.47	0.14	0.14	0.02	0.04	0.04
Delay/Veh:	29.7	16.5	16.5	20.6	13.3	13.8	31.8	26.5	26.5	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	16.5	16.5	20.6	13.3	13.8	31.8	26.5	26.5	28.5	25.9	25.9
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	5	5	1	10	12	5	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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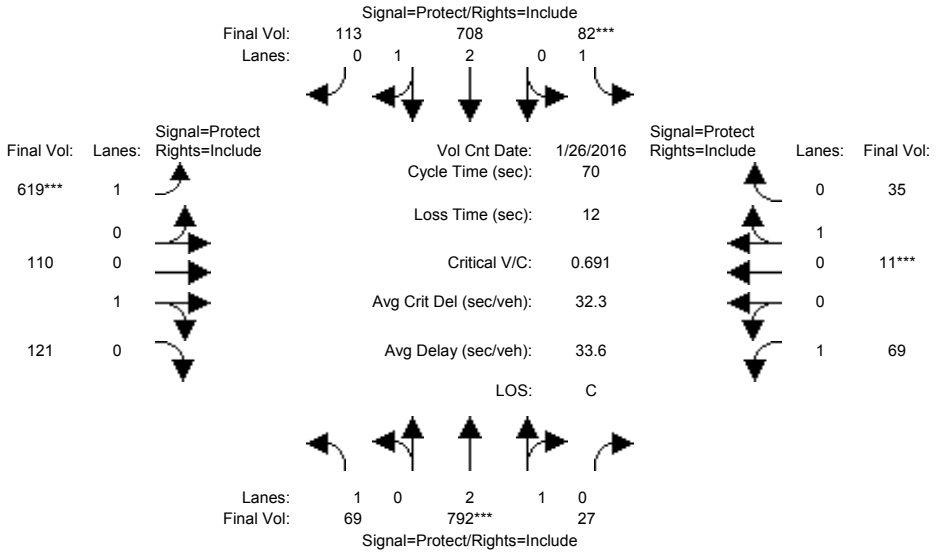
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	69	792	27	82	708	113	619	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	792	27	82	708	113	619	110	121	69	11	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	792	27	82	708	113	619	110	121	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	792	27	82	708	113	619	110	121	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	792	27	82	708	113	619	110	121	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	792	27	82	708	113	619	110	121	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.57	0.43	1.00	0.48	0.52	1.00	0.24	0.76
Final Sat.:	1750	5415	185	1750	4828	771	1750	857	943	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.05	0.15	0.15	0.35	0.13	0.13	0.04	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	7.7	12.0	12.0	7.0	11.3	11.3	29.0	22.9	22.9	16.1	10.0	10.0
Volume/Cap:	0.36	0.85	0.85	0.47	0.91	0.91	0.85	0.39	0.39	0.17	0.18	0.18
Delay/Veh:	30.0	35.7	35.7	31.7	41.8	41.8	28.2	18.6	18.6	21.8	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	35.7	35.7	31.7	41.8	41.8	28.2	18.6	18.6	21.8	26.7	26.7
LOS by Move:	C	D	D	C	D	D	C	B	B	C	C	C
HCM2k95thQ:	3	13	13	4	14	14	28	8	8	3	2	2

Note: Queue reported is the number of cars per lane.

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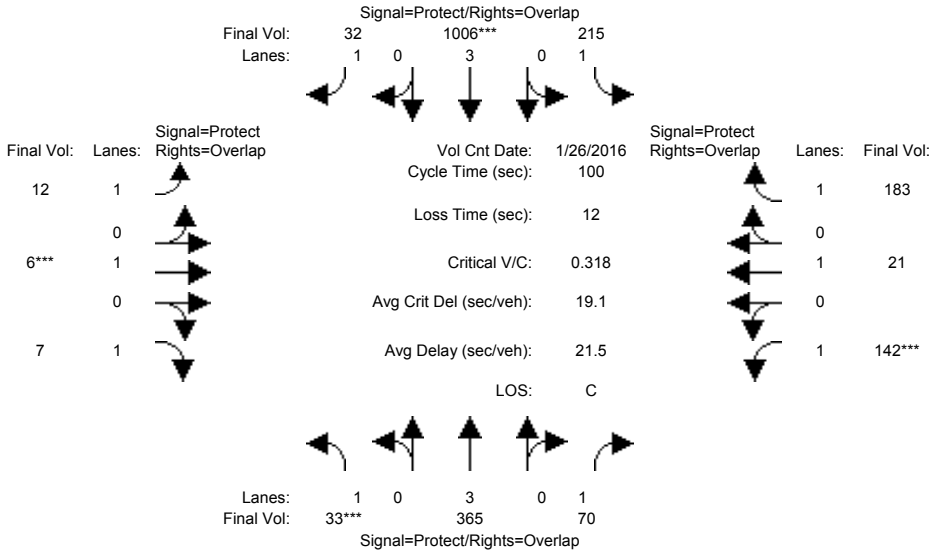
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	365	70	215	1006	32	12	6	7	142	21	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	365	70	215	1006	32	12	6	7	142	21	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	365	70	215	1006	32	12	6	7	142	21	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	365	70	215	1006	32	12	6	7	142	21	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.04	0.12	0.18	0.02	0.01	0.00	0.00	0.08	0.01	0.10
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.0	47.3	30.7	48.6	62.0	13.3	10.0	17.0	22.4	19.0	49.7
Volume/Cap:	0.27	0.26	0.08	0.40	0.36	0.03	0.05	0.03	0.02	0.36	0.06	0.21
Delay/Veh:	45.3	30.2	14.5	27.9	16.1	7.4	37.9	40.7	34.6	33.4	33.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	30.2	14.5	27.9	16.1	7.4	37.9	40.7	34.6	33.4	33.2	14.2
LOS by Move:	D	C	B	C	B	A	D	D	C	C	C	B
HCM2k95thQ:	2	6	3	11	12	1	1	0	0	8	1	7

Note: Queue reported is the number of cars per lane.

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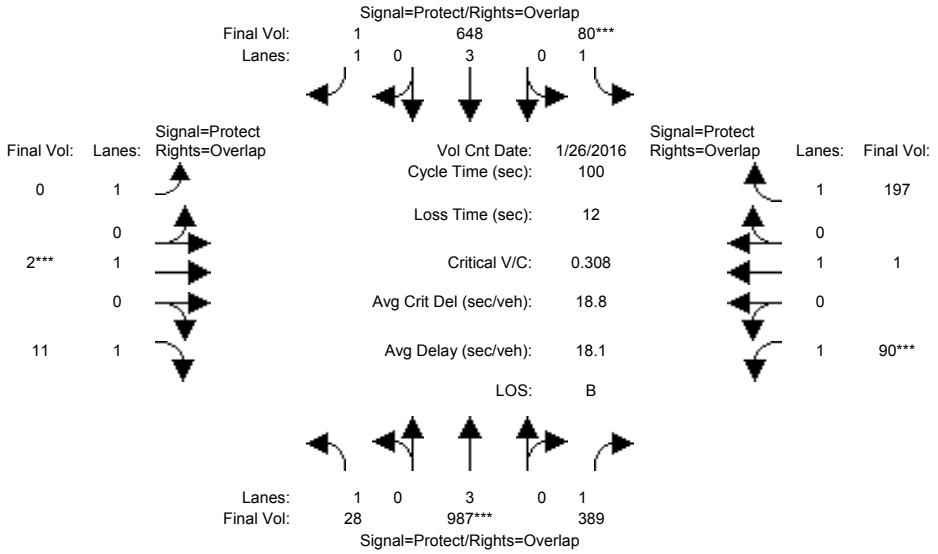
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	28	987	389	80	648	1	0	2	11	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	987	389	80	648	1	0	2	11	90	1	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	987	389	80	648	1	0	2	11	90	1	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	987	389	80	648	1	0	2	11	90	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	987	389	80	648	1	0	2	11	90	1	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	987	389	80	648	1	0	2	11	90	1	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.22	0.05	0.11	0.00	0.00	0.00	0.01	0.05	0.00	0.11
Crit Moves:		****		****				****		****		
Green Time:	24.1	50.0	64.8	13.2	39.1	39.1	0.0	10.0	34.1	14.8	24.8	38.0
Volume/Cap:	0.07	0.35	0.34	0.35	0.29	0.00	0.00	0.01	0.02	0.35	0.00	0.30
Delay/Veh:	29.4	15.2	8.1	40.4	21.0	18.6	0.0	40.6	21.9	39.0	28.3	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	15.2	8.1	40.4	21.0	18.6	0.0	40.6	21.9	39.0	28.3	21.9
LOS by Move:	C	B	A	D	C	B	A	D	C	D	C	C
HCM2k95thQ:	1	11	11	5	9	0	0	0	0	6	0	9

Note: Queue reported is the number of cars per lane.

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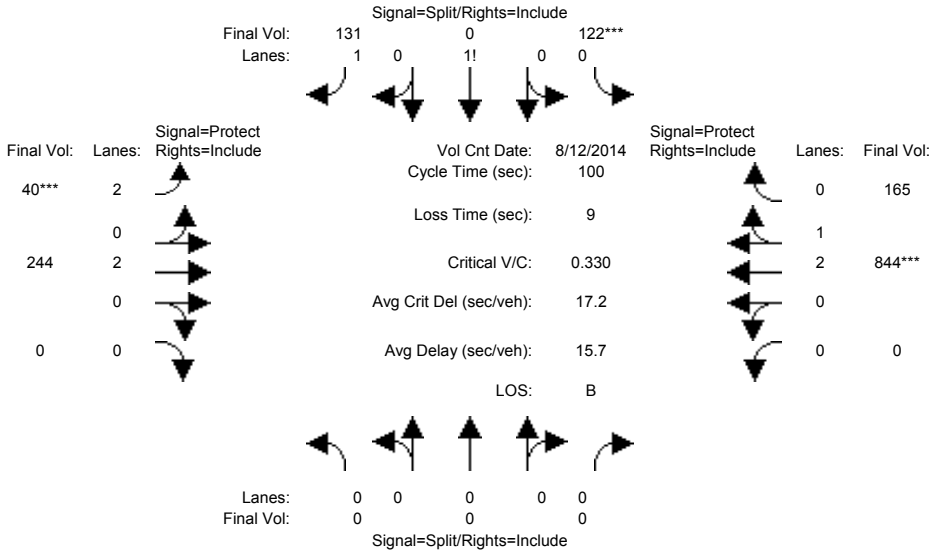
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	122	0	131	40	244	0	0	844	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	122	0	131	40	244	0	0	844	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	131	40	244	0	0	844	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	131	40	244	0	0	844	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	131	40	244	0	0	844	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	131	40	244	0	0	844	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.65	0.00	1.35	2.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1139	0	2361	3150	3800	0	0	4683	916
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.06	0.01	0.06	0.00	0.00	0.18	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	31.3	0.0	31.3	7.0	59.7	0.0	0.0	52.7	52.7
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.18	0.18	0.11	0.00	0.00	0.34	0.34
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	25.0	44.2	8.7	0.0	0.0	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	0.0	25.0	44.2	8.7	0.0	0.0	13.7	13.7
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	10	0	5	2	3	0	0	11	11

Note: Queue reported is the number of cars per lane.

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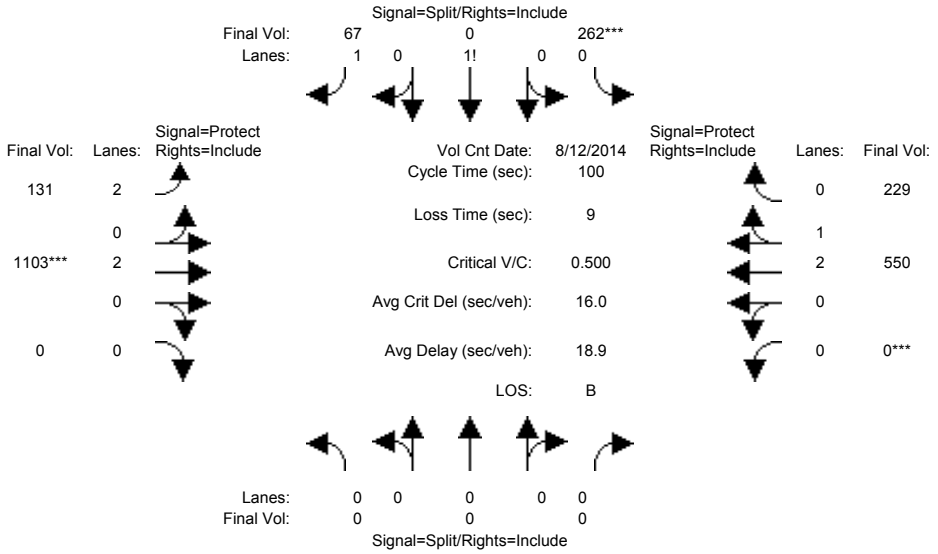
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	262	0	67	131	1103	0	0	550	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	262	0	67	131	1103	0	0	550	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	262	0	67	131	1103	0	0	550	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	262	0	67	131	1103	0	0	550	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	67	131	1103	0	0	550	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	262	0	67	131	1103	0	0	550	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	0.88	0.00	1.12	2.00	2.00	0.00	0.00	2.09	0.91
Final Sat.:	0	0	0	1591	0	1953	3150	3800	0	0	3952	1645
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.03	0.04	0.29	0.00	0.00	0.14	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	32.9	0.0	32.9	19.4	58.1	0.0	0.0	38.6	38.6
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.10	0.21	0.50	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	23.3	34.0	12.6	0.0	0.0	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.5	0.0	23.3	34.0	12.6	0.0	0.0	22.0	22.0
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2k95thQ:	0	0	0	15	0	3	4	19	0	0	11	11

Note: Queue reported is the number of cars per lane.

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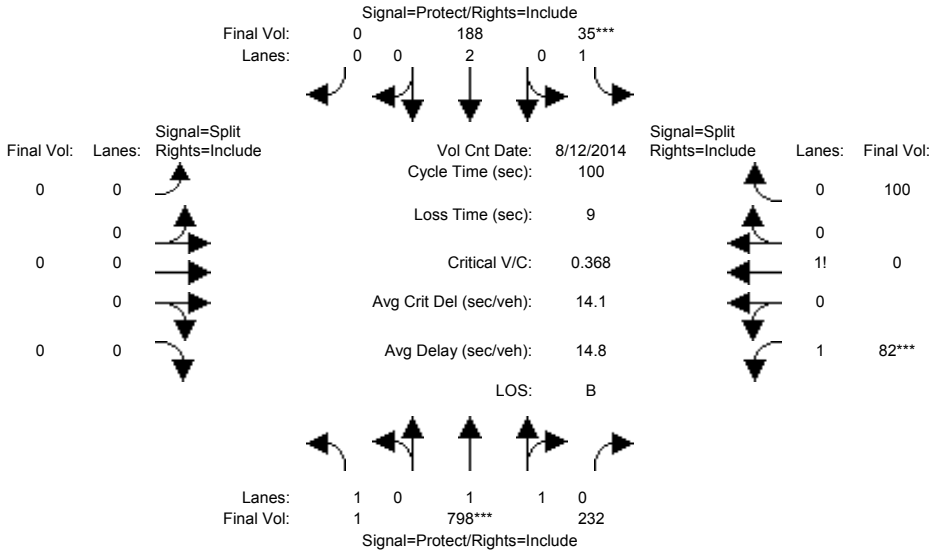
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	1	798	232	35	188	0	0	0	0	82	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	798	232	35	188	0	0	0	0	82	0	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	798	232	35	188	0	0	0	0	82	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	798	232	35	188	0	0	0	0	82	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	798	232	35	188	0	0	0	0	82	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	798	232	35	188	0	0	0	0	82	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.54	0.46	1.00	2.00	0.00	0.00	0.00	0.00	1.30	0.00	0.70
Final Sat.:	1750	2866	833	1750	3800	0	0	0	0	2269	0	1266
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.02	0.05	0.00	0.00	0.00	0.00	0.04	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	28.6	62.5	62.5	7.0	40.9	0.0	0.0	0.0	0.0	21.5	0.0	21.5
Volume/Cap:	0.00	0.45	0.45	0.29	0.12	0.00	0.00	0.00	0.00	0.17	0.00	0.37
Delay/Veh:	25.5	9.9	9.9	45.4	18.4	0.0	0.0	0.0	0.0	32.1	0.0	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	9.9	9.9	45.4	18.4	0.0	0.0	0.0	0.0	32.1	0.0	33.9
LOS by Move:	C	A	A	D	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	16	16	2	3	0	0	0	0	4	0	8

Note: Queue reported is the number of cars per lane.

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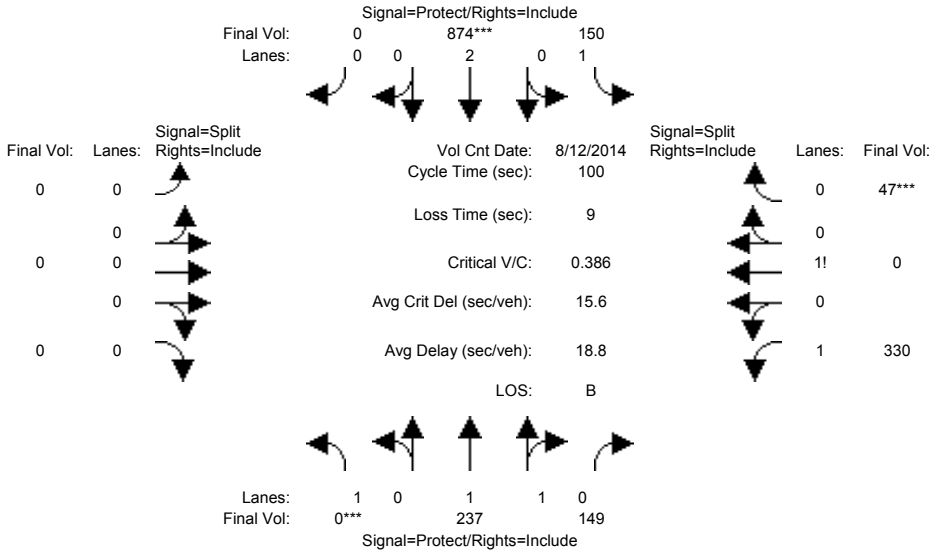
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	237	149	150	874	0	0	0	0	330	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	237	149	150	874	0	0	0	0	330	0	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	237	149	150	874	0	0	0	0	330	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	237	149	150	874	0	0	0	0	330	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	237	149	150	874	0	0	0	0	330	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	237	149	150	874	0	0	0	0	330	0	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.21	0.79	1.00	2.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:	1750	2271	1428	1750	3800	0	0	0	0	3112	0	388
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.09	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:	****				****							****
Green Time:	0.0	32.7	32.7	26.9	59.6	0.0	0.0	0.0	0.0	31.4	0.0	31.4
Volume/Cap:	0.00	0.32	0.32	0.32	0.39	0.00	0.00	0.00	0.00	0.34	0.00	0.39
Delay/Veh:	0.0	25.4	25.4	29.6	10.7	0.0	0.0	0.0	0.0	26.5	0.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	25.4	29.6	10.7	0.0	0.0	0.0	0.0	26.5	0.0	27.0
LOS by Move:	A	C	C	C	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	9	9	8	13	0	0	0	0	9	0	11

Note: Queue reported is the number of cars per lane.

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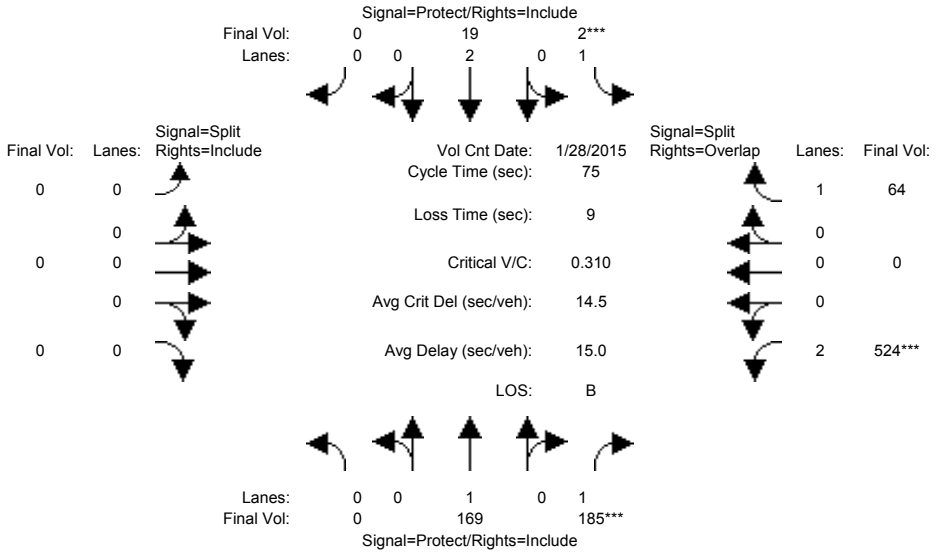
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	169	185	2	19	0	0	0	0	524	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	169	185	2	19	0	0	0	0	524	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	185	2	19	0	0	0	0	524	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	169	185	2	19	0	0	0	0	524	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	169	185	2	19	0	0	0	0	524	0	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	22.9	22.9	7.0	29.9	0.0	0.0	0.0	0.0	36.1	0.0	43.1
Volume/Cap:	0.00	0.29	0.35	0.01	0.01	0.00	0.00	0.00	0.00	0.35	0.00	0.06
Delay/Veh:	0.0	20.1	20.6	30.9	13.6	0.0	0.0	0.0	0.0	12.3	0.0	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	20.6	30.9	13.6	0.0	0.0	0.0	0.0	12.3	0.0	7.1
LOS by Move:	A	C	C	C	B	A	A	A	A	B	A	A
HCM2k95thQ:	0	6	7	0	0	0	0	0	0	9	0	1

Note: Queue reported is the number of cars per lane.

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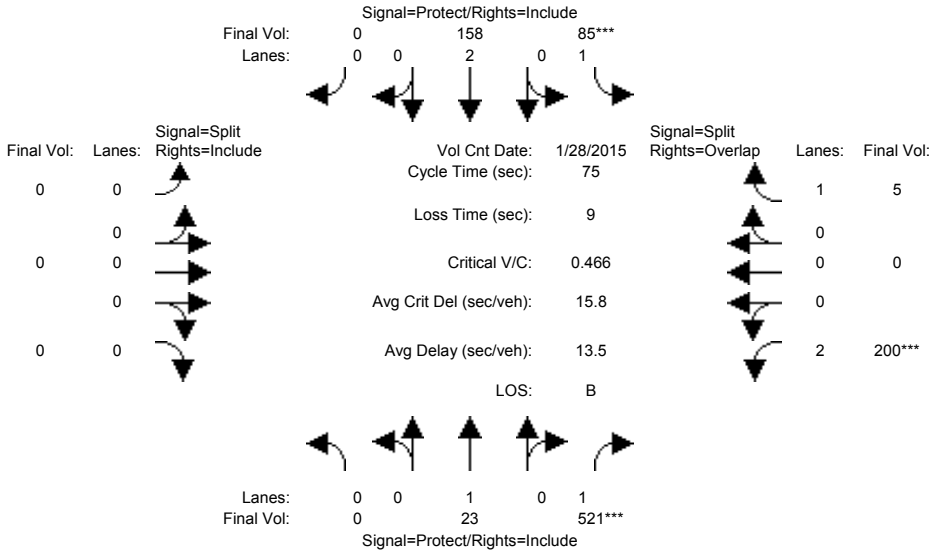
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	521	85	158	0	0	0	0	200	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	521	85	158	0	0	0	0	200	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	521	85	158	0	0	0	0	200	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	23	521	85	158	0	0	0	0	200	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.30	0.05	0.04	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:			****	****						****		
Green Time:	0.0	48.0	48.0	7.8	55.8	0.0	0.0	0.0	0.0	10.2	0.0	18.0
Volume/Cap:	0.00	0.02	0.47	0.47	0.06	0.00	0.00	0.00	0.00	0.47	0.00	0.01
Delay/Veh:	0.0	4.9	7.3	33.5	2.6	0.0	0.0	0.0	0.0	30.7	0.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	7.3	33.5	2.6	0.0	0.0	0.0	0.0	30.7	0.0	21.7
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	0	13	5	1	0	0	0	0	5	0	0

Note: Queue reported is the number of cars per lane.

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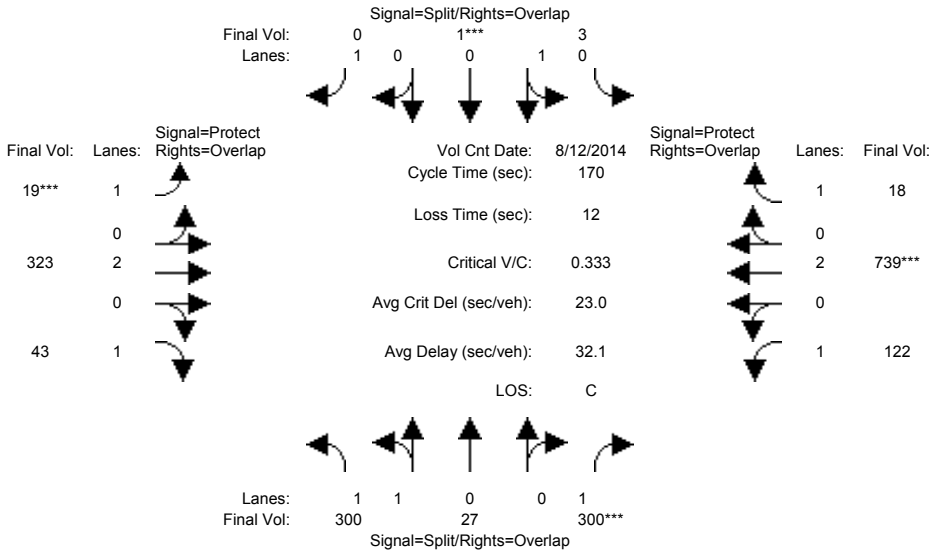
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	291	27	300	3	1	0	19	320	42	122	714	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	27	300	3	1	0	19	320	42	122	714	18
Added Vol:	9	0	0	0	0	0	0	3	1	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	27	300	3	1	0	19	323	43	122	739	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	27	300	3	1	0	19	323	43	122	739	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	27	300	3	1	0	19	323	43	122	739	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	27	300	3	1	0	19	323	43	122	739	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.84	0.16	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3257	293	1750	1350	450	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.17	0.00	0.00	0.00	0.01	0.09	0.02	0.07	0.19	0.01
Crit Moves:			****		****		****				****	
Green Time:	48.4	48.4	93.3	10.0	10.0	0.0	7.0	54.7	103.1	44.9	92.6	102.6
Volume/Cap:	0.32	0.32	0.31	0.04	0.04	0.00	0.26	0.26	0.04	0.26	0.36	0.02
Delay/Veh:	48.1	48.1	21.1	75.6	75.6	0.0	81.0	42.8	13.5	49.8	22.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	48.1	21.1	75.6	75.6	0.0	81.0	42.8	13.5	49.8	22.0	13.5
LOS by Move:	D	D	C	E	E	A	F	D	B	D	C	B
HCM2k95thQ:	13	13	16	0	0	0	2	11	2	10	19	1

Note: Queue reported is the number of cars per lane.

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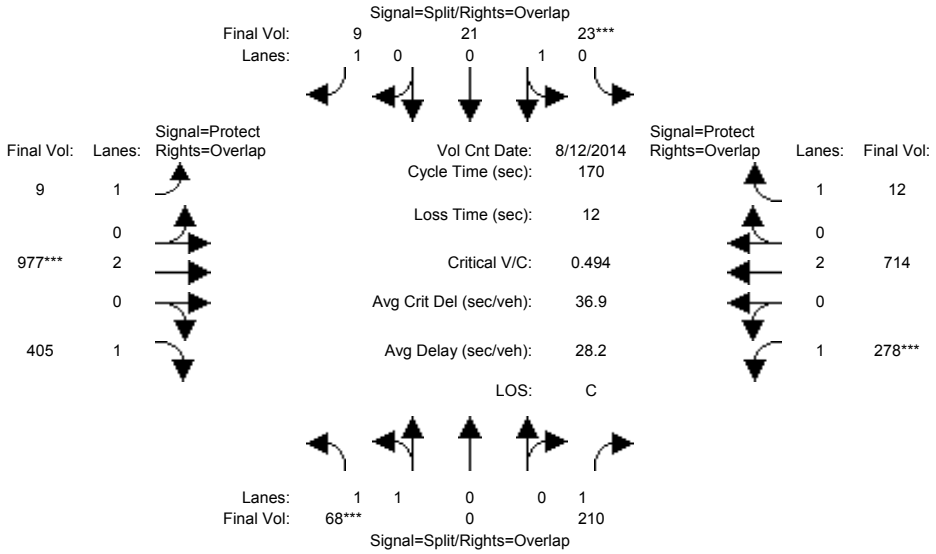
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	66	0	210	23	21	9	9	954	397	278	709	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	210	23	21	9	9	954	397	278	709	12
Added Vol:	2	0	0	0	0	0	0	23	8	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	0	210	23	21	9	9	977	405	278	714	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	0	210	23	21	9	9	977	405	278	714	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	210	23	21	9	9	977	405	278	714	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	0	210	23	21	9	9	977	405	278	714	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.52	0.48	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3550	0	1750	941	859	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.12	0.02	0.02	0.01	0.01	0.26	0.23	0.16	0.19	0.01
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	62.7	10.0	10.0	34.8	24.8	85.3	95.3	52.7	113	123.2
Volume/Cap:	0.33	0.00	0.33	0.42	0.42	0.03	0.04	0.51	0.41	0.51	0.28	0.01
Delay/Veh:	77.7	0.0	38.8	79.8	79.8	54.1	62.4	28.6	21.6	48.9	11.7	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.7	0.0	38.8	79.8	79.8	54.1	62.4	28.6	21.6	48.9	11.7	6.5
LOS by Move:	E	A	D	E	E	D	E	C	C	D	B	A
HCM2k95thQ:	4	0	15	6	6	1	1	28	22	22	14	0

Note: Queue reported is the number of cars per lane.

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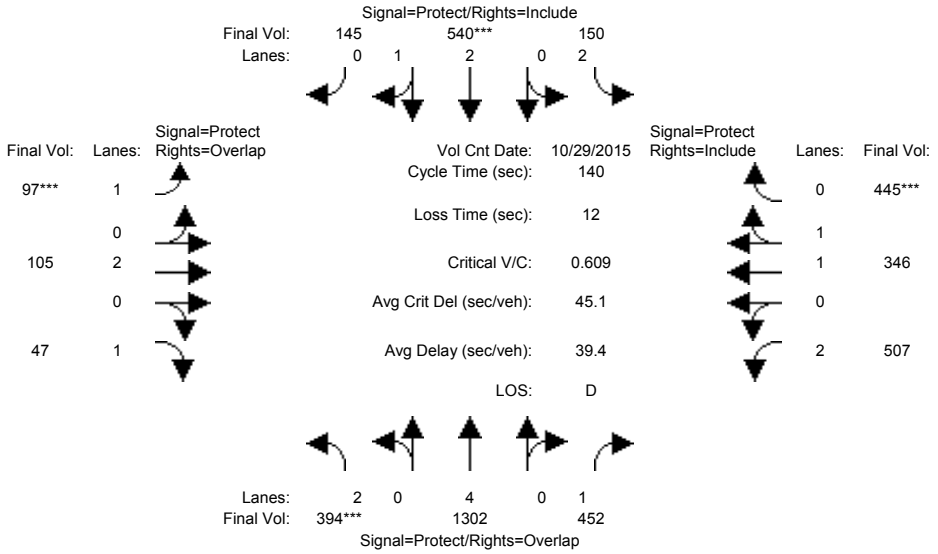
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	1243	452	150	532	145	97	105	47	507	346	445
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1302	452	150	540	145	97	105	47	507	346	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	1302	452	150	540	145	97	105	47	507	346	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1302	452	150	540	145	97	105	47	507	346	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	1302	452	150	540	145	97	105	47	507	346	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.34	0.66	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	4413	1185	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.26	0.05	0.12	0.12	0.06	0.03	0.03	0.16	0.18	0.25
Crit Moves:	****				****		****					****
Green Time:	28.7	44.0	93.3	12.8	28.1	28.1	12.7	21.9	50.6	49.3	58.4	58.4
Volume/Cap:	0.61	0.55	0.39	0.52	0.61	0.61	0.61	0.18	0.07	0.46	0.44	0.61
Delay/Veh:	52.2	40.0	10.7	62.3	51.9	51.9	68.0	51.4	29.4	35.3	29.2	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	40.0	10.7	62.3	51.9	51.9	68.0	51.4	29.4	35.3	29.2	32.7
LOS by Move:	D	D	B	E	D	D	E	D	C	D	C	C
HCM2k95thQ:	17	20	17	7	17	17	10	4	3	18	19	28

Note: Queue reported is the number of cars per lane.

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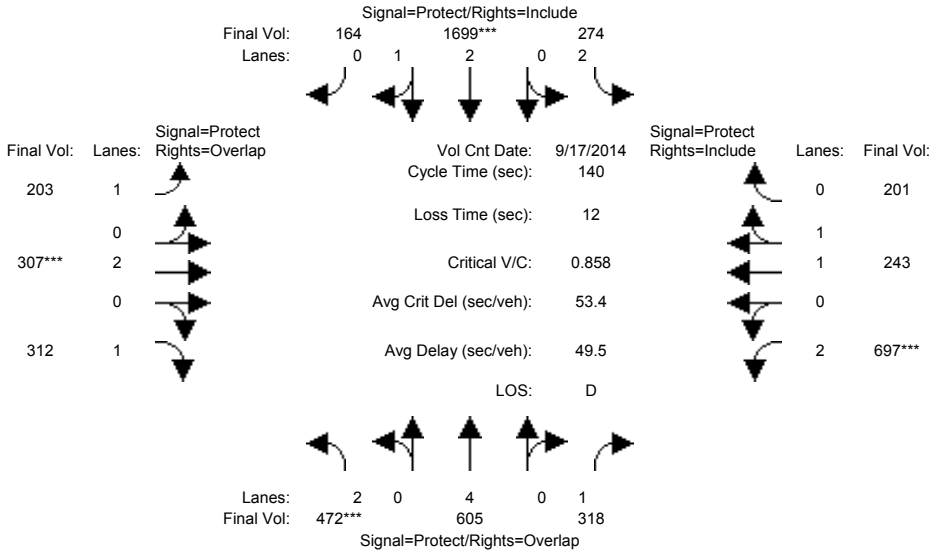
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	594	318	274	1646	164	203	307	312	697	243	201
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	605	318	274	1699	164	203	307	312	697	243	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	605	318	274	1699	164	203	307	312	697	243	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	605	318	274	1699	164	203	307	312	697	243	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	472	605	318	274	1699	164	203	307	312	697	243	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	2.73	0.27	1.00	2.00	1.00	2.00	1.07	0.93
Final Sat.:	3150	7600	1750	3150	5106	493	1750	3800	1750	3150	2024	1674
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.18	0.09	0.33	0.33	0.12	0.08	0.18	0.22	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	24.4	37.6	73.7	41.1	54.3	54.3	24.2	13.2	37.6	36.1	25.1	25.1
Volume/Cap:	0.86	0.30	0.35	0.30	0.86	0.86	0.67	0.86	0.66	0.86	0.67	0.67
Delay/Veh:	68.9	40.8	19.4	38.4	43.0	43.0	59.9	80.8	49.1	58.6	56.3	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	40.8	19.4	38.4	43.0	43.0	59.9	80.8	49.1	58.6	56.3	56.3
LOS by Move:	E	D	B	D	D	D	E	F	D	E	E	E
HCM2k95thQ:	23	10	15	10	41	41	18	17	24	31	17	17

Note: Queue reported is the number of cars per lane.

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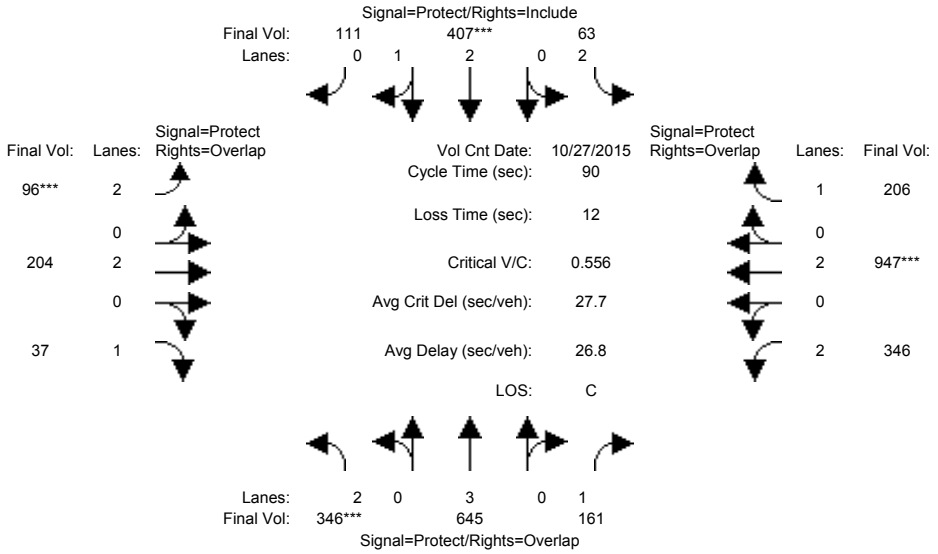
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	346	586	161	62	399	109	81	204	37	346	947	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	586	161	62	399	109	81	204	37	346	947	196
Added Vol:	0	59	0	1	8	2	15	0	0	0	0	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	645	161	63	407	111	96	204	37	346	947	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	645	161	63	407	111	96	204	37	346	947	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	645	161	63	407	111	96	204	37	346	947	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	645	161	63	407	111	96	204	37	346	947	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4398	1200	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.09	0.02	0.09	0.09	0.03	0.05	0.02	0.11	0.25	0.12
Crit Moves:	****				****		****				****	
Green Time:	17.3	18.9	41.8	13.0	14.5	14.5	7.0	23.2	40.5	23.0	39.2	52.1
Volume/Cap:	0.57	0.54	0.20	0.14	0.57	0.57	0.39	0.21	0.05	0.43	0.57	0.20
Delay/Veh:	34.3	32.2	14.3	33.8	35.7	35.7	40.5	26.3	13.9	28.4	19.6	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	32.2	14.3	33.8	35.7	35.7	40.5	26.3	13.9	28.4	19.6	9.1
LOS by Move:	C	C	B	C	D	D	D	C	B	C	B	A
HCM2k95thQ:	10	10	6	2	9	9	3	4	1	9	18	6

Note: Queue reported is the number of cars per lane.

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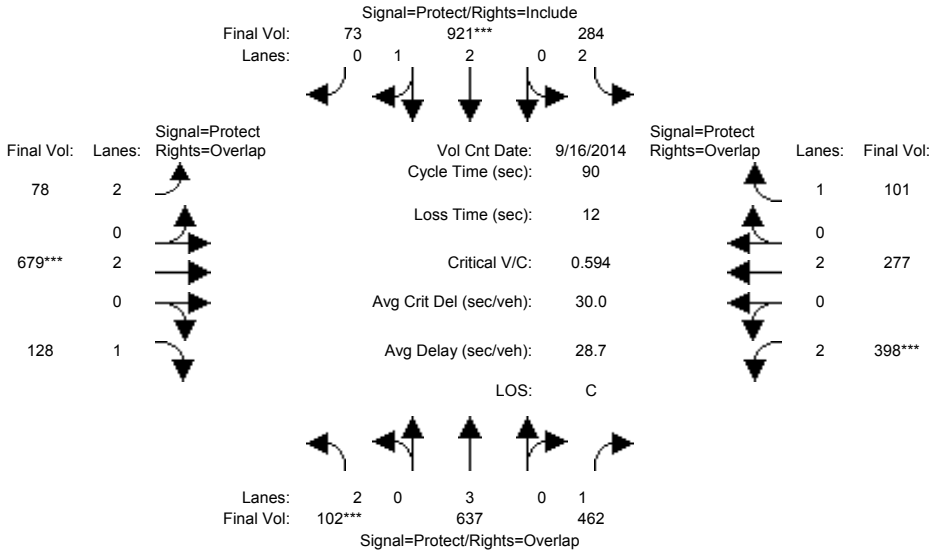
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	102	626	462	275	868	60	75	679	128	398	277	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	626	462	275	868	60	75	679	128	398	277	99
Added Vol:	0	11	0	9	53	13	3	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	637	462	284	921	73	78	679	128	398	277	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	637	462	284	921	73	78	679	128	398	277	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	637	462	284	921	73	78	679	128	398	277	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	637	462	284	921	73	78	679	128	398	277	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5188	411	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.26	0.09	0.18	0.18	0.02	0.18	0.07	0.13	0.07	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.0	20.0	38.6	13.1	26.1	26.1	18.5	26.3	33.3	18.6	26.4	39.5
Volume/Cap:	0.42	0.50	0.62	0.62	0.61	0.61	0.12	0.61	0.20	0.61	0.25	0.13
Delay/Veh:	40.7	31.0	21.5	38.7	28.3	28.3	29.2	28.5	19.4	34.1	24.4	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	31.0	21.5	38.7	28.3	28.3	29.2	28.5	19.4	34.1	24.4	15.1
LOS by Move:	D	C	C	D	C	C	C	C	B	C	C	B
HCM2k95thQ:	3	10	20	9	15	15	2	15	5	12	6	4

Note: Queue reported is the number of cars per lane.

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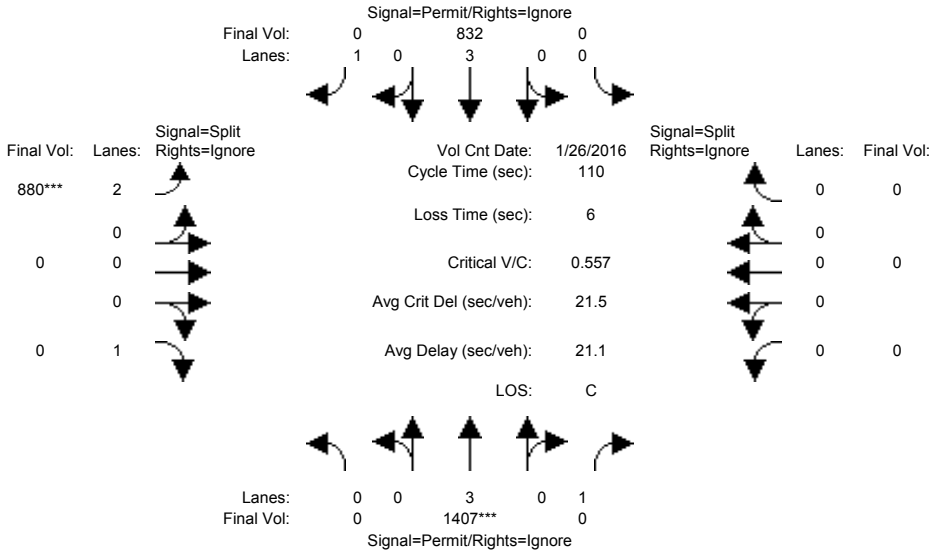
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	1377	227	0	828	270	880	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1377	227	0	828	270	880	0	274	0	0	0
Added Vol:	0	30	0	0	4	4	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1407	227	0	832	274	880	0	274	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1407	0	0	832	0	880	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1407	0	0	832	0	880	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1407	0	0	832	0	880	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.15	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	48.8	0.0	0.0	48.8	0.0	55.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.33	0.00	0.56	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.9	0.0	0.0	20.0	0.0	19.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.9	0.0	0.0	20.0	0.0	19.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	A	A	A	A
HCM2k95thQ:	0	21	0	0	11	0	22	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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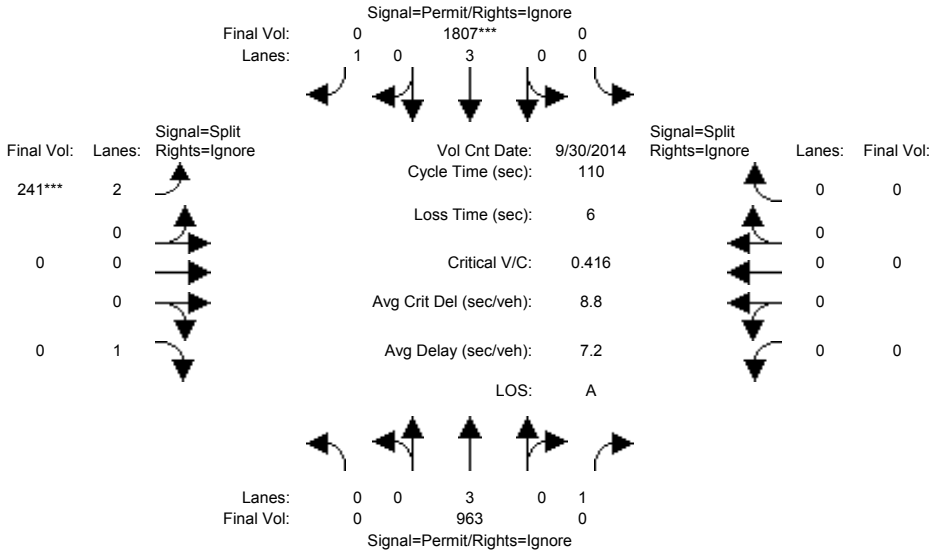
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	957	472	0	1780	650	241	0	262	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	957	472	0	1780	650	241	0	262	0	0	0
Added Vol:	0	6	0	0	27	27	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	963	472	0	1807	677	241	0	262	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	963	0	0	1807	0	241	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	963	0	0	1807	0	241	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	963	0	0	1807	0	241	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.32	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	83.8	0.0	0.0	83.8	0.0	20.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.00	0.00	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.8	0.0	0.0	4.6	0.0	40.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	0.0	0.0	4.6	0.0	40.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	6	0	0	13	0	9	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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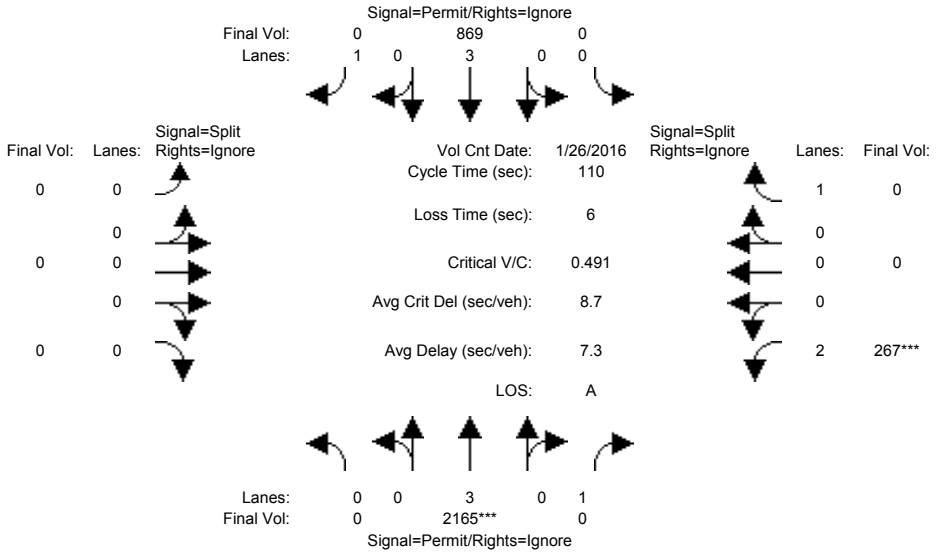
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2135	0	0	861	334	0	0	0	267	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2135	0	0	861	334	0	0	0	267	0	730
Added Vol:	0	30	0	0	8	0	0	0	0	0	0	30
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2165	0	0	869	334	0	0	0	267	0	760
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2165	0	0	869	0	0	0	0	267	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2165	0	0	869	0	0	0	0	267	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2165	0	0	869	0	0	0	0	267	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	85.0	0.0	0.0	85.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.9	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	16	0	0	5	0	0	0	0	10	0	0

Note: Queue reported is the number of cars per lane.

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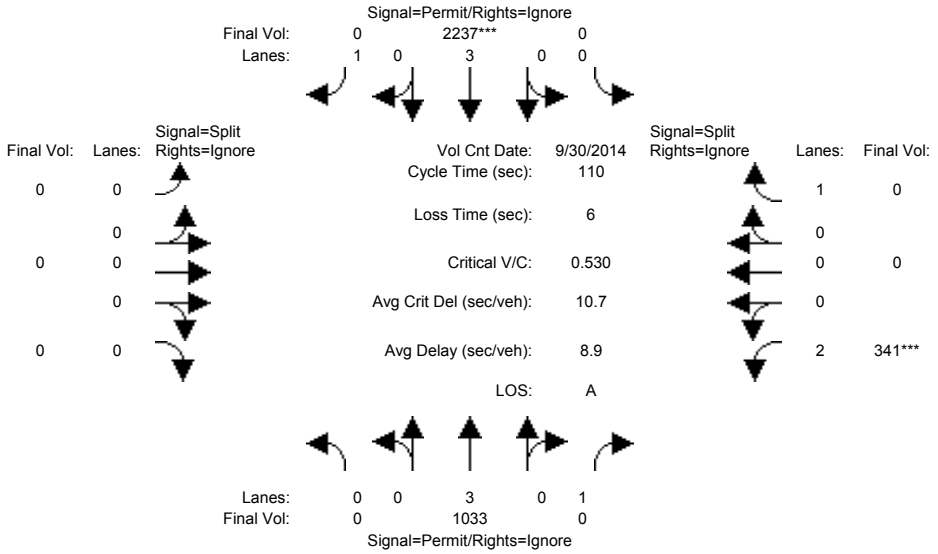
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1027	180	0	2184	0	0	0	0	341	0	608
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1027	180	0	2184	0	0	0	0	341	0	608
Added Vol:	0	6	0	0	53	0	0	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1033	180	0	2237	0	0	0	0	341	0	614
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1033	0	0	2237	0	0	0	0	341	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1033	0	0	2237	0	0	0	0	341	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1033	0	0	2237	0	0	0	0	341	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	81.5	0.0	0.0	81.5	0.0	0.0	0.0	0.0	22.5	0.0	0.0
Volume/Cap:	0.00	0.24	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.53	0.00	0.00
Delay/Veh:	0.0	4.5	0.0	0.0	6.2	0.0	0.0	0.0	0.0	39.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	0.0	0.0	6.2	0.0	0.0	0.0	0.0	39.9	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	7	0	0	20	0	0	0	0	13	0	0

Note: Queue reported is the number of cars per lane.

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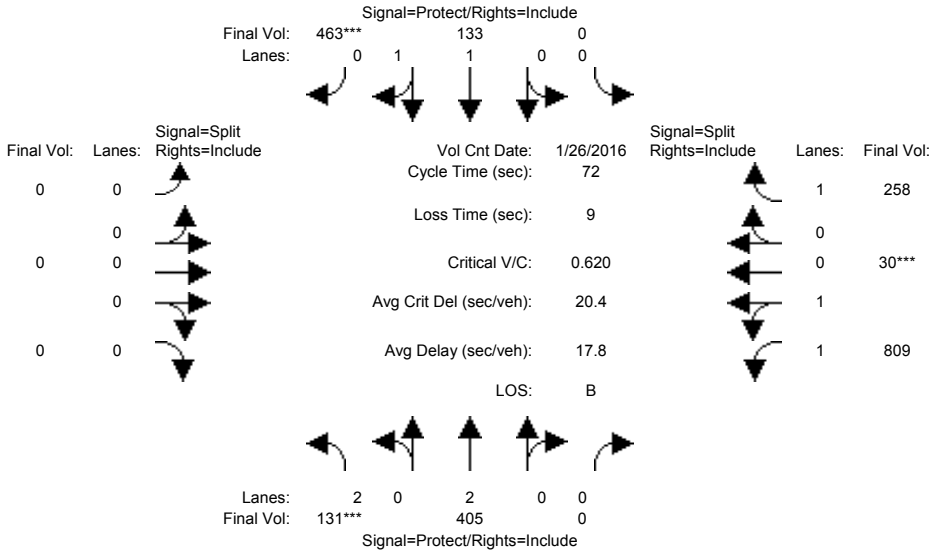
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	131	276	0	0	107	457	0	0	0	809	30	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	276	0	0	107	457	0	0	0	809	30	154
Added Vol:	0	129	0	0	26	6	0	0	0	0	0	104
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	405	0	0	133	463	0	0	0	809	30	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	405	0	0	133	463	0	0	0	809	30	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	405	0	0	133	463	0	0	0	809	30	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	405	0	0	133	463	0	0	0	809	30	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.93	0.07	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3423	127	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.07	0.26	0.00	0.00	0.00	0.24	0.24	0.15
Crit Moves:	****					****					****	
Green Time:	7.0	36.6	0.0	0.0	29.6	29.6	0.0	0.0	0.0	26.4	26.4	26.4
Volume/Cap:	0.43	0.21	0.00	0.00	0.17	0.64	0.00	0.00	0.00	0.64	0.64	0.40
Delay/Veh:	31.6	9.8	0.0	0.0	13.5	18.6	0.0	0.0	0.0	20.0	20.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	9.8	0.0	0.0	13.5	18.6	0.0	0.0	0.0	20.0	20.0	17.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2k95thQ:	3	5	0	0	4	17	0	0	0	17	17	9

Note: Queue reported is the number of cars per lane.

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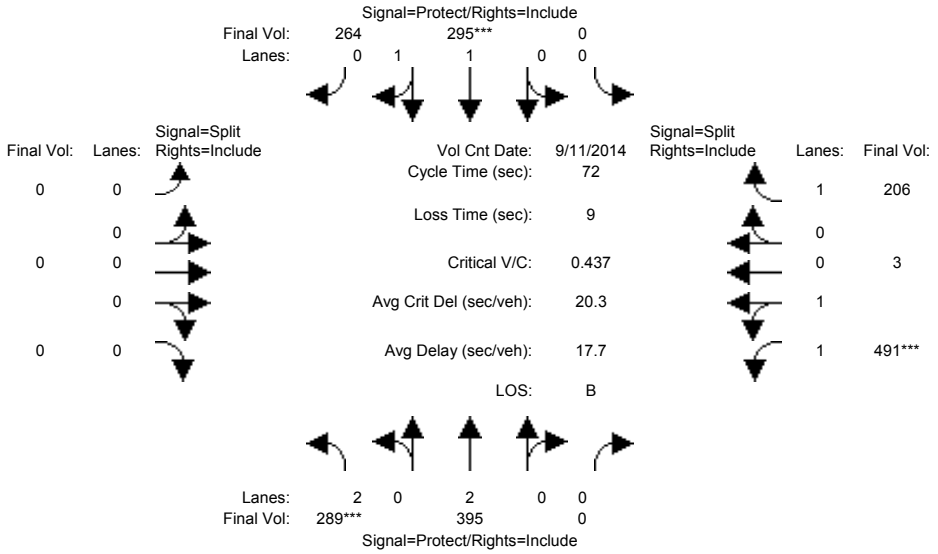
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:	0	24	0	0	169	40	0	0	0	0	0	19
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	395	0	0	295	264	0	0	0	491	3	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	395	0	0	295	264	0	0	0	491	3	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	395	0	0	295	264	0	0	0	491	3	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	395	0	0	295	264	0	0	0	491	3	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.03	0.97	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1951	1746	0	0	0	3528	22	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.14	0.14	0.12
Crit Moves:	****				****					****		
Green Time:	15.1	40.1	0.0	0.0	24.9	24.9	0.0	0.0	0.0	22.9	22.9	22.9
Volume/Cap:	0.44	0.19	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.44	0.44	0.37
Delay/Veh:	25.2	8.0	0.0	0.0	18.4	18.4	0.0	0.0	0.0	19.7	19.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	8.0	0.0	0.0	18.4	18.4	0.0	0.0	0.0	19.7	19.7	19.4
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	7	4	0	0	9	9	0	0	0	10	10	8

Note: Queue reported is the number of cars per lane.

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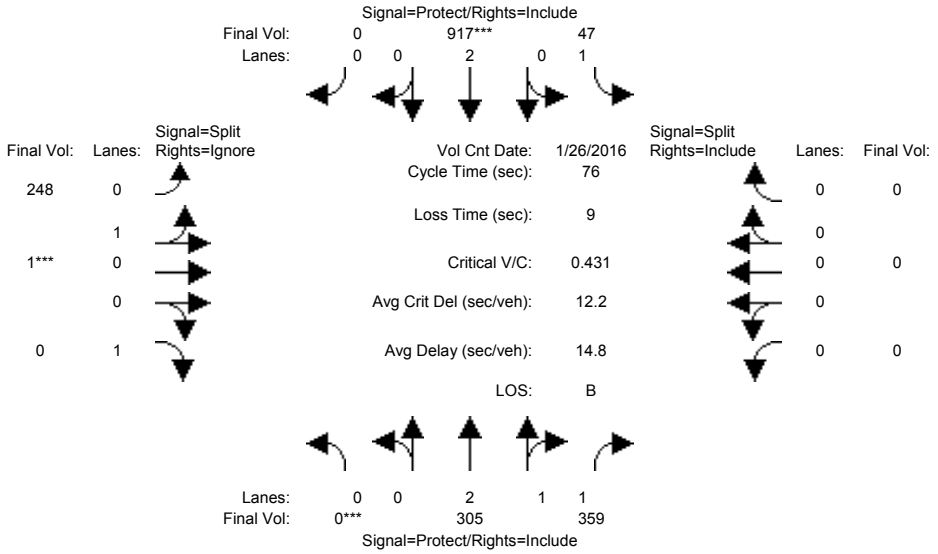
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	221	359	33	905	0	203	1	436	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	221	359	33	905	0	203	1	436	0	0	0
Added Vol:	0	84	0	14	12	0	45	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	305	359	47	917	0	248	1	436	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	305	359	47	917	0	248	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	359	47	917	0	248	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	305	359	47	917	0	248	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1793	7	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.10	0.03	0.24	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	25.1	25.1	17.5	42.6	0.0	24.4	24.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.31	0.12	0.43	0.00	0.43	0.43	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.6	19.1	23.2	9.8	0.0	20.8	20.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	19.1	23.2	9.8	0.0	20.8	20.8	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	5	7	2	12	0	10	10	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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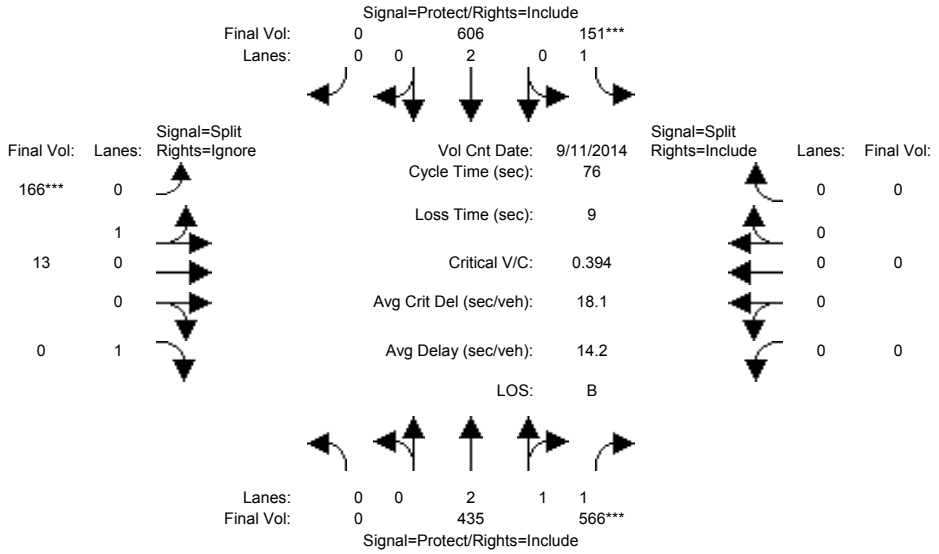
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	419	566	58	530	0	158	13	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	16	0	93	76	0	8	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	435	566	151	606	0	166	13	261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	435	566	151	606	0	166	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	566	151	606	0	166	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	435	566	151	606	0	166	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1669	131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.16	0.09	0.16	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	31.2	31.2	16.6	47.8	0.0	19.2	19.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.39	0.39	0.25	0.00	0.39	0.39	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.0	15.9	26.0	6.3	0.0	24.2	24.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.9	26.0	6.3	0.0	24.2	24.2	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	7	10	6	6	0	8	8	0	0	0	0

Note: Queue reported is the number of cars per lane.

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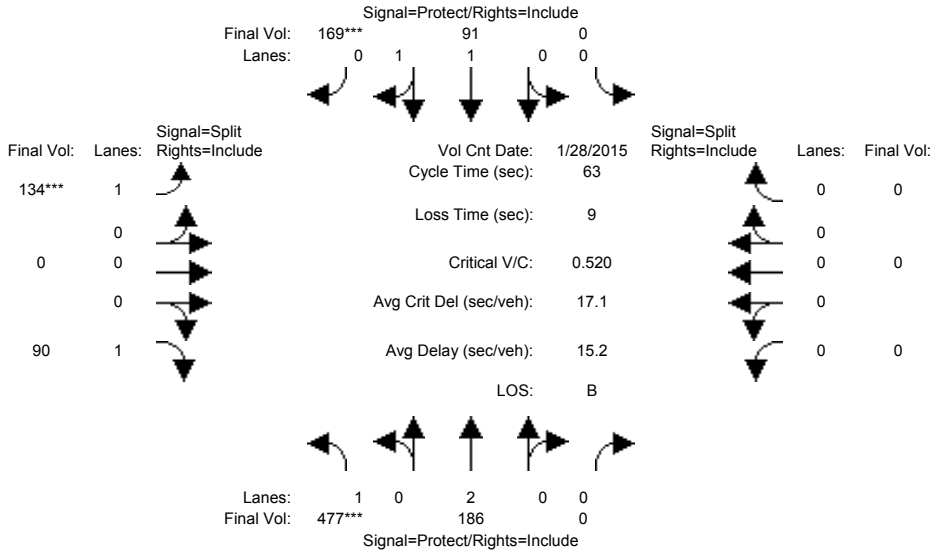
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	423	186	0	0	91	159	133	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	186	0	0	91	159	133	0	83	0	0	0
Added Vol:	54	0	0	0	0	10	1	0	7	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	186	0	0	91	169	134	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	186	0	0	91	169	134	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	186	0	0	91	169	134	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	186	0	0	91	169	134	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.05	0.00	0.00	0.05	0.10	0.08	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	32.5	44.0	0.0	0.0	11.5	11.5	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.53	0.07	0.00	0.00	0.26	0.53	0.48	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	10.7	3.0	0.0	0.0	22.2	24.4	25.5	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	3.0	0.0	0.0	22.2	24.4	25.5	0.0	24.2	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	C	A	C	A	A	A
HCM2k95thQ:	13	1	0	0	4	8	5	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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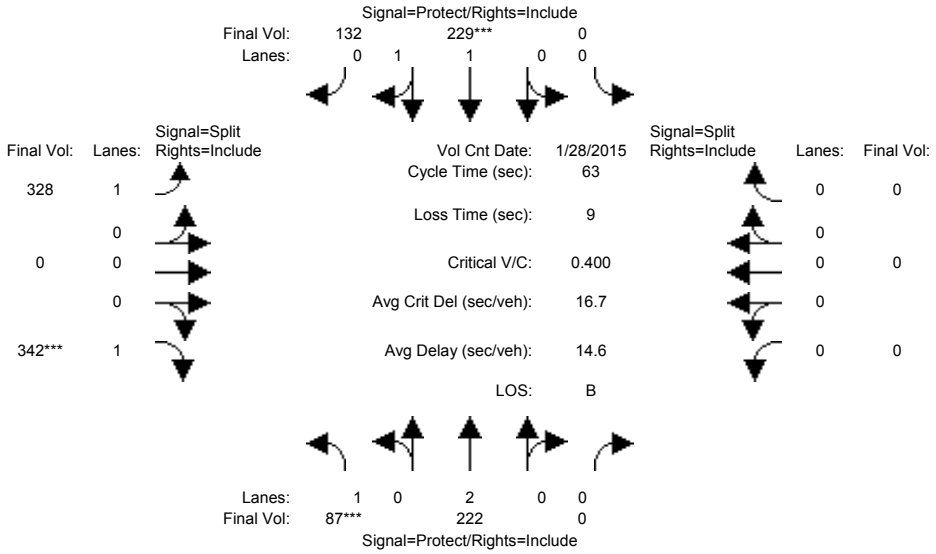
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	77	222	0	0	229	130	319	0	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	222	0	0	229	130	319	0	294	0	0	0
Added Vol:	10	0	0	0	0	2	9	0	48	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	222	0	0	229	132	328	0	342	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	222	0	0	229	132	328	0	342	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	222	0	0	229	132	328	0	342	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	222	0	0	229	132	328	0	342	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.25	0.75	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2346	1352	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.10	0.10	0.19	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.8	23.2	0.0	0.0	15.4	15.4	30.8	0.0	30.8	0.0	0.0	0.0
Volume/Cap:	0.40	0.16	0.00	0.00	0.40	0.40	0.38	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	26.6	13.4	0.0	0.0	20.2	20.2	10.4	0.0	10.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	13.4	0.0	0.0	20.2	20.2	10.4	0.0	10.5	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	C	B	A	B	A	A	A
HCM2k95thQ:	3	3	0	0	7	7	8	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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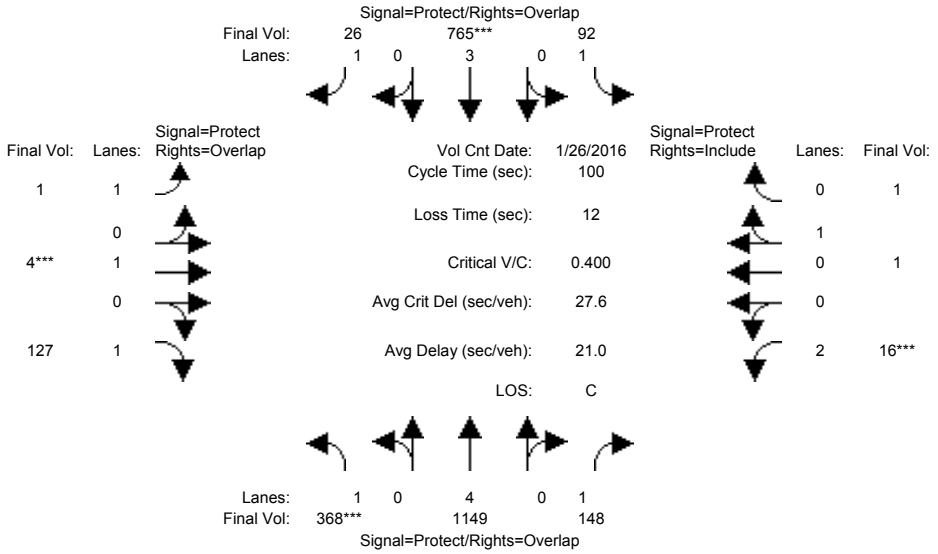
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1090	148	92	757	26	1	4	127	16	1	1
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	1149	148	92	765	26	1	4	127	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	1149	148	92	765	26	1	4	127	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1149	148	92	765	26	1	4	127	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	1149	148	92	765	26	1	4	127	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.08	0.05	0.13	0.01	0.00	0.00	0.07	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.3	48.5	55.5	22.5	27.7	34.7	7.0	10.0	53.3	7.0	10.0	10.0
Volume/Cap:	0.49	0.31	0.15	0.23	0.49	0.04	0.01	0.02	0.14	0.07	0.01	0.01
Delay/Veh:	20.8	15.7	10.9	32.0	30.5	21.7	43.3	40.6	11.8	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	15.7	10.9	32.0	30.5	21.7	43.3	40.6	11.8	43.6	40.6	40.6
LOS by Move:	C	B	B	C	C	C	D	D	B	D	D	D
HCM2k95thQ:	16	10	5	5	12	1	0	0	4	1	0	0

Note: Queue reported is the number of cars per lane.

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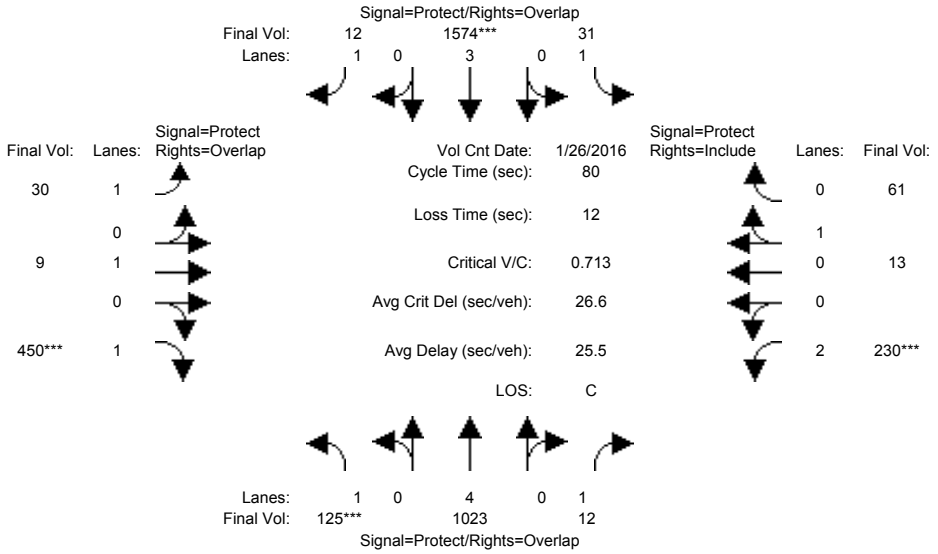
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1012	12	31	1521	12	30	9	450	230	13	61
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1023	12	31	1574	12	30	9	450	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1023	12	31	1574	12	30	9	450	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1023	12	31	1574	12	30	9	450	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1023	12	31	1574	12	30	9	450	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.01	0.02	0.28	0.01	0.02	0.00	0.26	0.07	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	8.0	23.6	31.8	15.4	31.0	42.2	11.2	19.0	27.0	8.2	16.0	16.0
Volume/Cap:	0.71	0.46	0.02	0.09	0.71	0.01	0.12	0.02	0.76	0.71	0.21	0.21
Delay/Veh:	47.9	23.1	14.6	26.7	21.9	9.0	30.3	23.4	29.3	42.1	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	23.1	14.6	26.7	21.9	9.0	30.3	23.4	29.3	42.1	27.0	27.0
LOS by Move:	D	C	B	C	C	A	C	C	C	D	C	C
HCM2k95thQ:	7	10	0	1	20	0	1	0	20	10	3	3

Note: Queue reported is the number of cars per lane.

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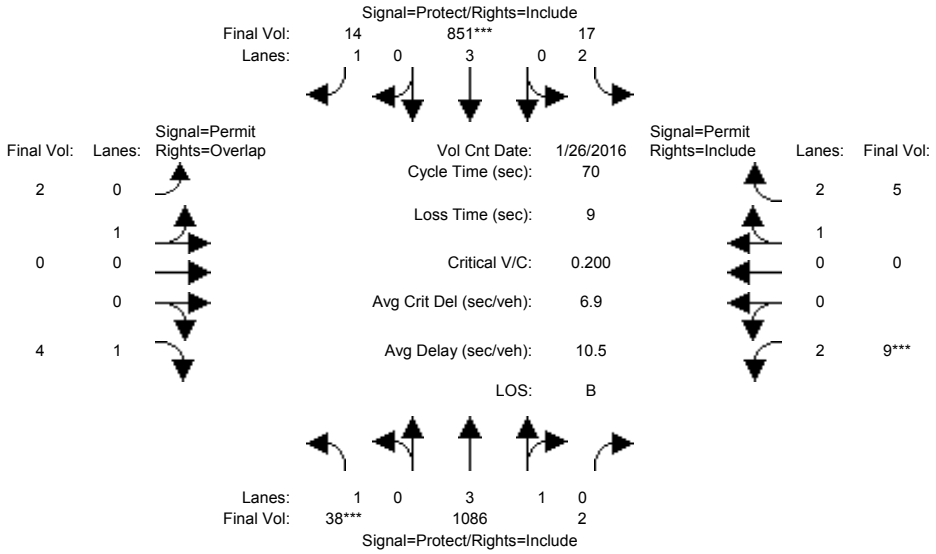
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1027	2	17	843	14	2	0	4	9	0	5
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1086	2	17	851	14	2	0	4	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1086	2	17	851	14	2	0	4	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1086	2	17	851	14	2	0	4	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1086	2	17	851	14	2	0	4	9	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7486	14	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.01	0.15	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	30.2	30.2	20.8	44.0	44.0	10.0	0.0	17.0	10.0	0.0	10.0
Volume/Cap:	0.22	0.34	0.34	0.02	0.24	0.01	0.01	0.00	0.01	0.02	0.00	0.01
Delay/Veh:	29.6	13.3	13.3	17.4	5.7	4.9	25.8	0.0	20.1	25.8	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	13.3	13.3	17.4	5.7	4.9	25.8	0.0	20.1	25.8	0.0	25.7
LOS by Move:	C	B	B	B	A	A	C	A	C	C	A	C
HCM2k95thQ:	2	8	8	0	5	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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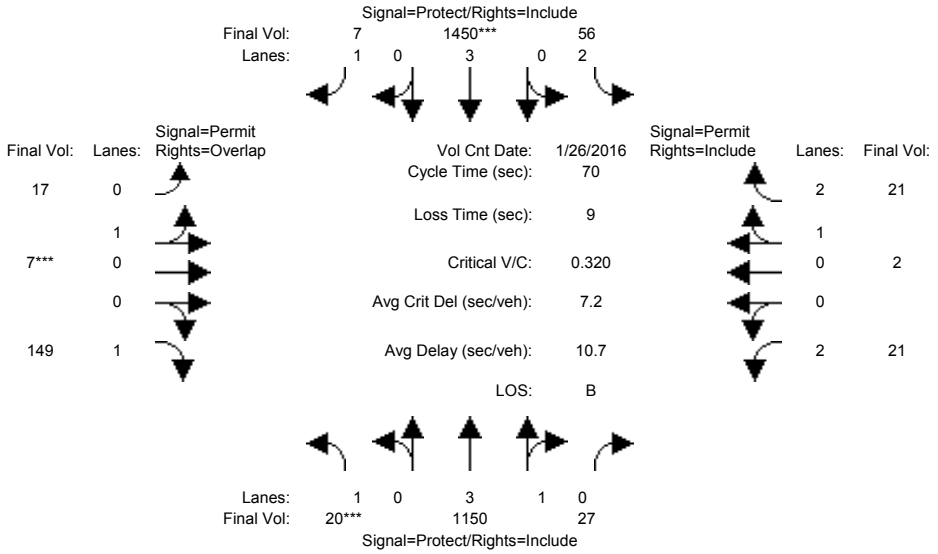
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1139	27	56	1397	7	17	7	149	21	2	21
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1150	27	56	1450	7	17	7	149	21	2	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1150	27	56	1450	7	17	7	149	21	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1150	27	56	1450	7	17	7	149	21	2	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1150	27	56	1450	7	17	7	149	21	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	3.90	0.10	2.00	3.00	1.00	0.71	0.29	1.00	2.00	0.26	2.74
Final Sat.:	1750	7328	172	3150	5700	1750	1275	525	1750	3150	470	4930
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.02	0.25	0.00	0.01	0.01	0.09	0.01	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	7.0	31.2	31.2	19.8	44.0	44.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.35	0.35	0.06	0.40	0.01	0.09	0.09	0.35	0.05	0.03	0.03
Delay/Veh:	29.0	12.9	12.9	18.3	6.6	4.9	26.2	26.2	22.4	25.9	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	12.9	12.9	18.3	6.6	4.9	26.2	26.2	22.4	25.9	25.8	25.8
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	8	8	1	10	0	1	1	6	1	0	0

Note: Queue reported is the number of cars per lane.

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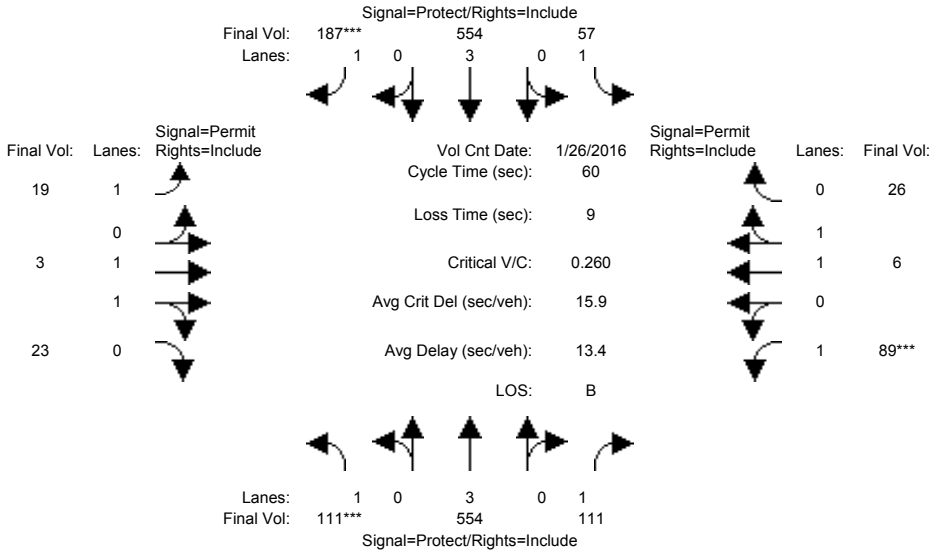
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	111	470	111	57	542	187	19	3	23	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	470	111	57	542	187	19	3	23	89	6	26
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	554	111	57	554	187	19	3	23	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	554	111	57	554	187	19	3	23	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	554	111	57	554	187	19	3	23	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	554	111	57	554	187	19	3	23	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.06	0.03	0.10	0.11	0.01	0.00	0.01	0.05	0.00	0.01
Crit Moves:	****					****				****		
Green Time:	14.6	23.1	23.1	16.2	24.6	24.6	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.26	0.25	0.16	0.12	0.24	0.26	0.06	0.01	0.07	0.26	0.02	0.08
Delay/Veh:	18.6	12.6	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	12.6	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2k95thQ:	4	5	3	2	4	5	1	0	1	4	0	1

Note: Queue reported is the number of cars per lane.

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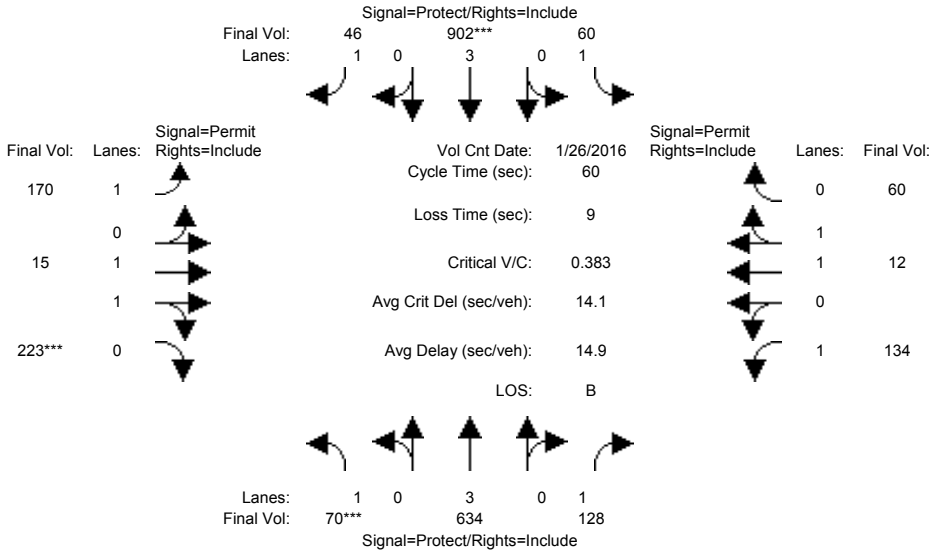
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	70	618	128	60	826	46	170	15	223	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	618	128	60	826	46	170	15	223	134	12	60
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	634	128	60	902	46	170	15	223	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	634	128	60	902	46	170	15	223	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	634	128	60	902	46	170	15	223	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	634	128	60	902	46	170	15	223	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.03	0.16	0.03	0.10	0.01	0.13	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	18.5	18.5	12.9	24.4	24.4	19.6	19.6	19.6	19.6	19.6	19.6
Volume/Cap:	0.34	0.36	0.24	0.16	0.39	0.06	0.30	0.02	0.39	0.23	0.02	0.10
Delay/Veh:	25.4	16.3	15.7	19.3	12.7	10.9	15.3	13.7	16.0	14.9	13.7	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	16.3	15.7	19.3	12.7	10.9	15.3	13.7	16.0	14.9	13.7	14.1
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2k95thQ:	3	6	4	2	7	1	5	0	7	4	0	2

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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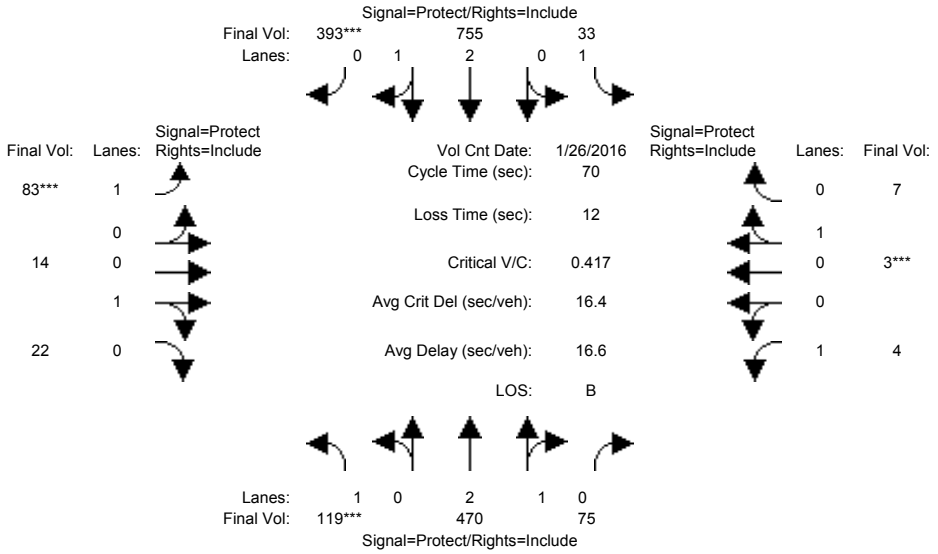
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	386	75	33	743	393	83	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	386	75	33	743	393	83	14	22	4	3	7
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	470	75	33	755	393	83	14	22	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	470	75	33	755	393	83	14	22	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	470	75	33	755	393	83	14	22	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	470	75	33	755	393	83	14	22	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.57	0.43	1.00	2.00	1.00	1.00	0.39	0.61	1.00	0.30	0.70
Final Sat.:	1750	4828	770	1750	3800	1750	1750	700	1100	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.02	0.20	0.22	0.05	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green Time:	9.5	24.1	24.1	16.9	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.50	0.28	0.28	0.08	0.44	0.50	0.47	0.14	0.14	0.02	0.04	0.04
Delay/Veh:	29.7	16.7	16.7	20.6	13.4	13.8	31.8	26.5	26.5	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	16.7	16.7	20.6	13.4	13.8	31.8	26.5	26.5	28.5	25.9	25.9
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	6	6	1	11	12	5	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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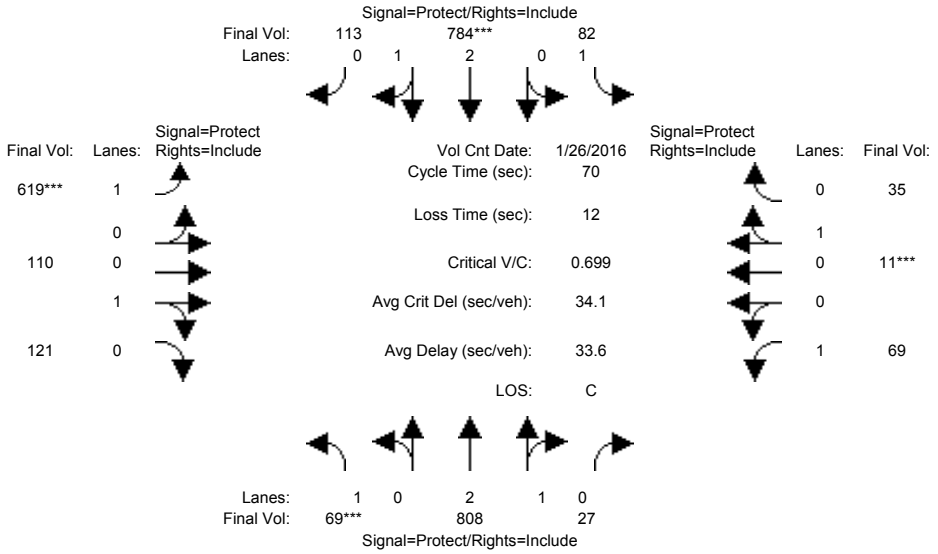
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	69	792	27	82	708	113	619	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	792	27	82	708	113	619	110	121	69	11	35
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	808	27	82	784	113	619	110	121	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	808	27	82	784	113	619	110	121	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	808	27	82	784	113	619	110	121	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	808	27	82	784	113	619	110	121	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.61	0.39	1.00	0.48	0.52	1.00	0.24	0.76
Final Sat.:	1750	5419	181	1750	4894	705	1750	857	943	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.05	0.16	0.16	0.35	0.13	0.13	0.04	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	7.0	11.8	11.8	7.9	12.8	12.8	28.2	22.5	22.5	15.7	10.0	10.0
Volume/Cap:	0.39	0.88	0.88	0.41	0.88	0.88	0.88	0.40	0.40	0.18	0.18	0.18
Delay/Veh:	31.0	38.1	38.1	30.3	36.6	36.6	31.3	19.0	19.0	22.1	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	38.1	38.1	30.3	36.6	36.6	31.3	19.0	19.0	22.1	26.7	26.7
LOS by Move:	C	D	D	C	D	D	C	B	B	C	C	C
HCM2k95thQ:	3	13	13	4	14	14	30	9	9	3	2	2

Note: Queue reported is the number of cars per lane.

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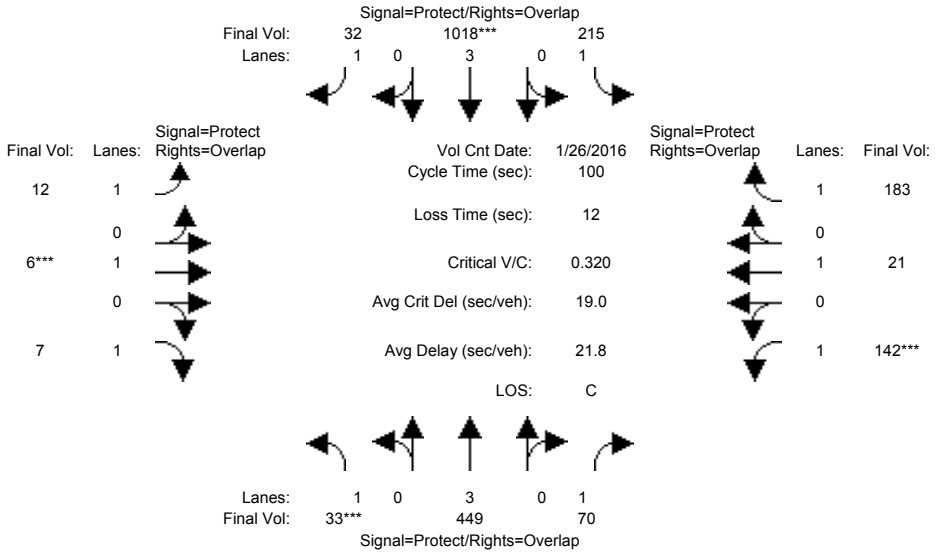
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	365	70	215	1006	32	12	6	7	142	21	183
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	449	70	215	1018	32	12	6	7	142	21	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	449	70	215	1018	32	12	6	7	142	21	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	449	70	215	1018	32	12	6	7	142	21	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	449	70	215	1018	32	12	6	7	142	21	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.04	0.12	0.18	0.02	0.01	0.00	0.00	0.08	0.01	0.10
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.0	47.2	30.8	48.8	62.1	13.3	10.0	17.0	22.2	18.9	49.7
Volume/Cap:	0.27	0.31	0.08	0.40	0.37	0.03	0.05	0.03	0.02	0.37	0.06	0.21
Delay/Veh:	45.3	30.6	14.5	27.8	16.0	7.3	38.0	40.7	34.6	33.5	33.3	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	30.6	14.5	27.8	16.0	7.3	38.0	40.7	34.6	33.5	33.3	14.2
LOS by Move:	D	C	B	C	B	A	D	D	C	C	C	B
HCM2k95thQ:	2	7	3	11	12	1	1	0	0	8	1	7

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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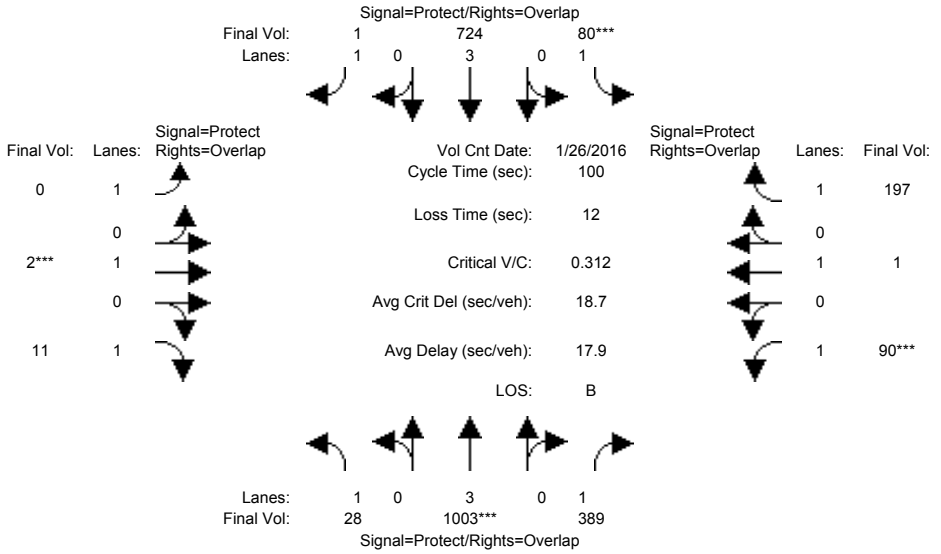
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	28	987	389	80	648	1	0	2	11	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	987	389	80	648	1	0	2	11	90	1	197
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1003	389	80	724	1	0	2	11	90	1	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1003	389	80	724	1	0	2	11	90	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1003	389	80	724	1	0	2	11	90	1	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1003	389	80	724	1	0	2	11	90	1	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.22	0.05	0.13	0.00	0.00	0.00	0.01	0.05	0.00	0.11
Crit Moves:		****		****				****		****		
Green Time:	22.5	50.3	64.9	13.1	40.8	40.8	0.0	10.0	32.5	14.7	24.7	37.7
Volume/Cap:	0.07	0.35	0.34	0.35	0.31	0.00	0.00	0.01	0.02	0.35	0.00	0.30
Delay/Veh:	30.6	15.1	8.1	40.5	20.1	17.5	0.0	40.6	22.9	39.2	28.4	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	15.1	8.1	40.5	20.1	17.5	0.0	40.6	22.9	39.2	28.4	22.1
LOS by Move:	C	B	A	D	C	B	A	D	C	D	C	C
HCM2k95thQ:	1	11	11	5	9	0	0	0	1	6	0	9

Note: Queue reported is the number of cars per lane.

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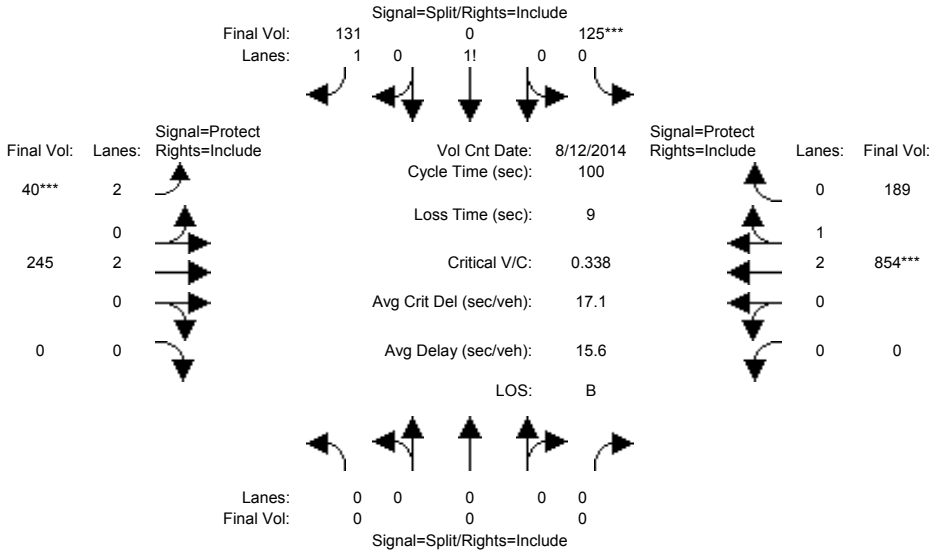
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	122	0	131	40	244	0	0	844	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	122	0	131	40	244	0	0	844	165
Added Vol:	0	0	0	3	0	0	0	1	0	0	10	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	131	40	245	0	0	854	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	131	40	245	0	0	854	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	131	40	245	0	0	854	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	131	40	245	0	0	854	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.66	0.00	1.34	2.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	0	0	0	1148	0	2352	3150	3800	0	0	4584	1014
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.06	0.01	0.06	0.00	0.00	0.19	0.19
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	31.0	0.0	31.0	7.0	60.0	0.0	0.0	53.0	53.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.18	0.18	0.11	0.00	0.00	0.35	0.35
Delay/Veh:	0.0	0.0	0.0	27.0	0.0	25.3	44.2	8.6	0.0	0.0	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.0	0.0	25.3	44.2	8.6	0.0	0.0	13.6	13.6
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	10	0	5	2	3	0	0	12	12

Note: Queue reported is the number of cars per lane.

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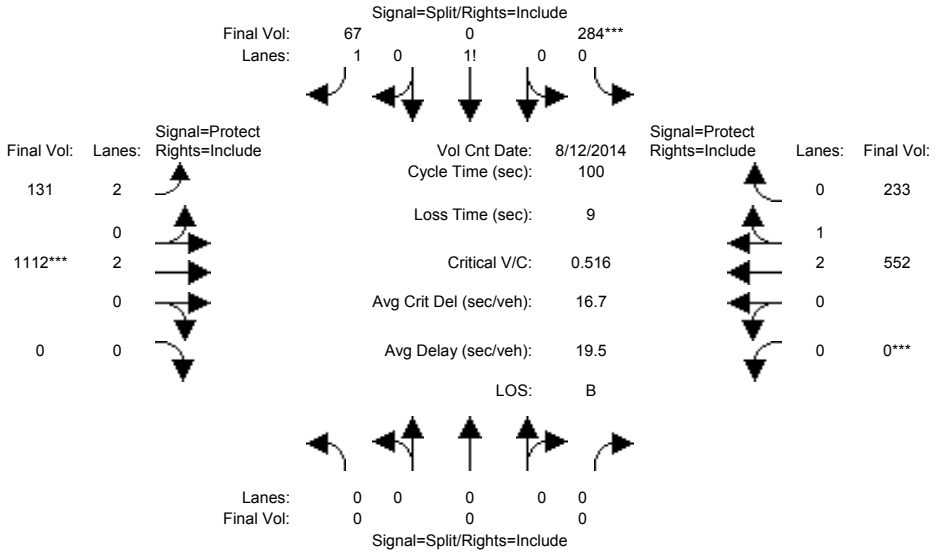
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	262	0	67	131	1103	0	0	550	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	262	0	67	131	1103	0	0	550	229
Added Vol:	0	0	0	22	0	0	0	9	0	0	2	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	284	0	67	131	1112	0	0	552	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	284	0	67	131	1112	0	0	552	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	284	0	67	131	1112	0	0	552	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	284	0	67	131	1112	0	0	552	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	0.00	0.00	0.89	0.00	1.11	2.00	2.00	0.00	0.00	2.08	0.92
Final Sat.:	0	0	0	1605	0	1939	3150	3800	0	0	3936	1661
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.03	0.04	0.29	0.00	0.00	0.14	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	34.3	0.0	34.3	18.9	56.7	0.0	0.0	37.8	37.8
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.10	0.22	0.52	0.00	0.00	0.37	0.37
Delay/Veh:	0.0	0.0	0.0	26.9	0.0	22.4	34.5	13.5	0.0	0.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.9	0.0	22.4	34.5	13.5	0.0	0.0	22.6	22.6
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2k95thQ:	0	0	0	16	0	3	4	19	0	0	11	11

Note: Queue reported is the number of cars per lane.

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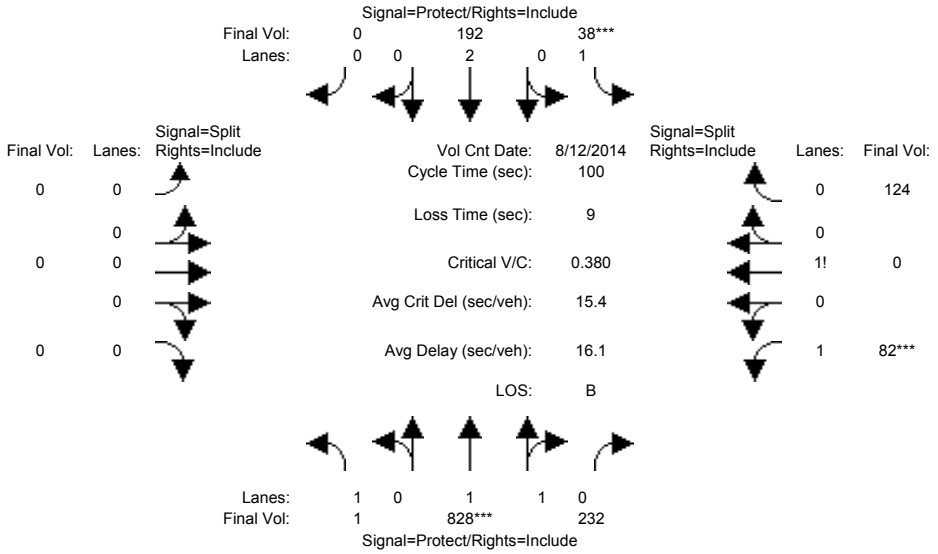
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	1	798	232	35	188	0	0	0	0	82	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	798	232	35	188	0	0	0	0	82	0	100
Added Vol:	0	30	0	3	4	0	0	0	0	0	0	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	828	232	38	192	0	0	0	0	82	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	828	232	38	192	0	0	0	0	82	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	828	232	38	192	0	0	0	0	82	0	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	828	232	38	192	0	0	0	0	82	0	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.55	0.45	1.00	2.00	0.00	0.00	0.00	0.00	1.25	0.00	0.75
Final Sat.:	1750	2890	810	1750	3800	0	0	0	0	2194	0	1343
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.02	0.05	0.00	0.00	0.00	0.00	0.04	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	27.5	59.7	59.7	7.0	39.2	0.0	0.0	0.0	0.0	24.3	0.0	24.3
Volume/Cap:	0.00	0.48	0.48	0.31	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.38
Delay/Veh:	26.3	11.6	11.6	45.7	19.5	0.0	0.0	0.0	0.0	29.8	0.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	11.6	11.6	45.7	19.5	0.0	0.0	0.0	0.0	29.8	0.0	32.0
LOS by Move:	C	B	B	D	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	17	17	2	4	0	0	0	0	4	0	9

Note: Queue reported is the number of cars per lane.

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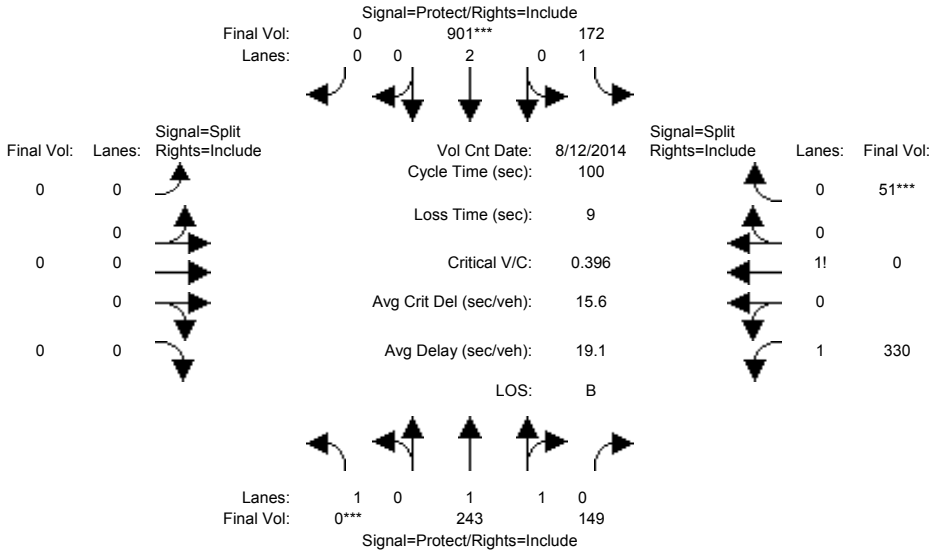
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	237	149	150	874	0	0	0	0	330	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	237	149	150	874	0	0	0	0	330	0	47
Added Vol:	0	6	0	22	27	0	0	0	0	0	0	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	243	149	172	901	0	0	0	0	330	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	243	149	172	901	0	0	0	0	330	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	243	149	172	901	0	0	0	0	330	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	243	149	172	901	0	0	0	0	330	0	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.22	0.78	1.00	2.00	0.00	0.00	0.00	0.00	1.76	0.00	0.24
Final Sat.:	1750	2293	1406	1750	3800	0	0	0	0	3087	0	413
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.10	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:	****				****							****
Green Time:	0.0	31.1	31.1	28.8	59.8	0.0	0.0	0.0	0.0	31.2	0.0	31.2
Volume/Cap:	0.00	0.34	0.34	0.34	0.40	0.00	0.00	0.00	0.00	0.34	0.00	0.40
Delay/Veh:	0.0	26.8	26.8	28.5	10.7	0.0	0.0	0.0	0.0	26.7	0.0	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.8	26.8	28.5	10.7	0.0	0.0	0.0	0.0	26.7	0.0	27.3
LOS by Move:	A	C	C	C	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	9	9	9	13	0	0	0	0	10	0	11

Note: Queue reported is the number of cars per lane.

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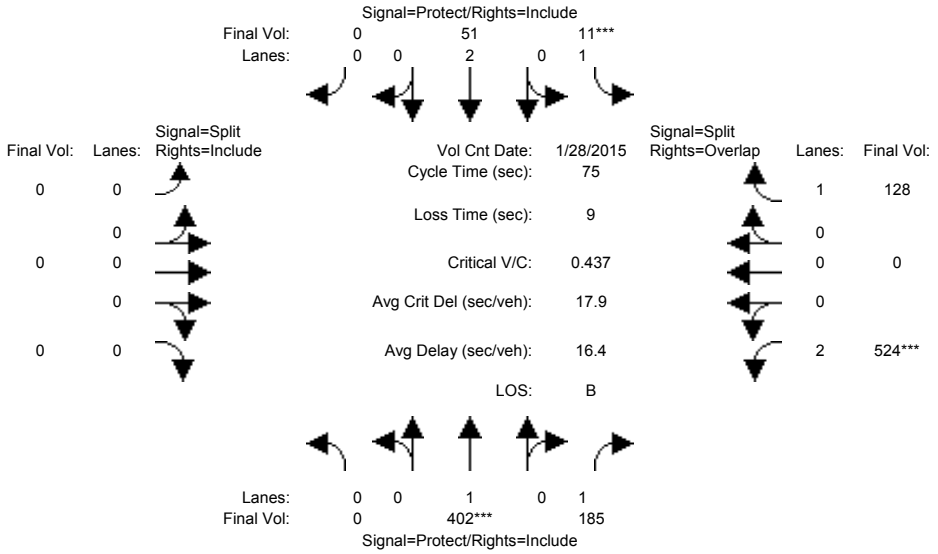
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (AM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	169	185	2	19	0	0	0	0	524	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
Added Vol:	0	233	0	9	32	0	0	0	0	0	0	64
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	185	11	51	0	0	0	0	524	0	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	402	185	11	51	0	0	0	0	524	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	402	185	11	51	0	0	0	0	524	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	402	185	11	51	0	0	0	0	524	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.11	0.01	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	33.0	33.0	7.0	40.0	0.0	0.0	0.0	0.0	26.0	0.0	33.0
Volume/Cap:	0.00	0.48	0.24	0.07	0.03	0.00	0.00	0.00	0.00	0.48	0.00	0.17
Delay/Veh:	0.0	15.3	13.3	31.2	8.3	0.0	0.0	0.0	0.0	19.6	0.0	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	13.3	31.2	8.3	0.0	0.0	0.0	0.0	19.6	0.0	12.8
LOS by Move:	A	B	B	C	A	A	A	A	A	B	A	B
HCM2k95thQ:	0	12	6	1	1	0	0	0	0	11	0	4

Note: Queue reported is the number of cars per lane.

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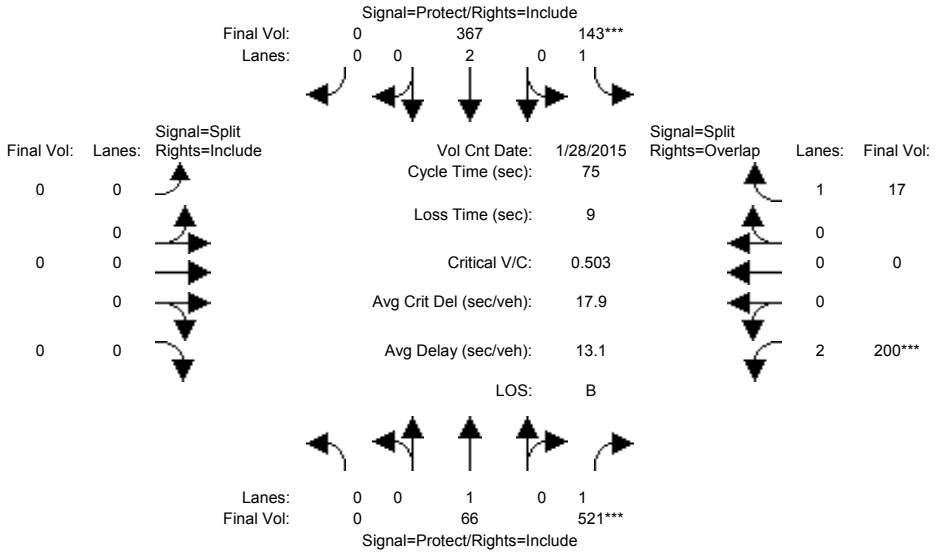
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project (PM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
Added Vol:	0	43	0	58	209	0	0	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	66	521	143	367	0	0	0	0	200	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	66	521	143	367	0	0	0	0	200	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	521	143	367	0	0	0	0	200	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	521	143	367	0	0	0	0	200	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.30	0.08	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	43.9	43.9	12.1	56.0	0.0	0.0	0.0	0.0	10.0	0.0	22.1
Volume/Cap:	0.00	0.06	0.51	0.51	0.13	0.00	0.00	0.00	0.00	0.48	0.00	0.03
Delay/Veh:	0.0	6.7	9.6	30.3	2.7	0.0	0.0	0.0	0.0	30.9	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	9.6	30.3	2.7	0.0	0.0	0.0	0.0	30.9	0.0	18.9
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	B
HCM2k95thQ:	0	1	14	8	3	0	0	0	0	5	0	1

Note: Queue reported is the number of cars per lane.

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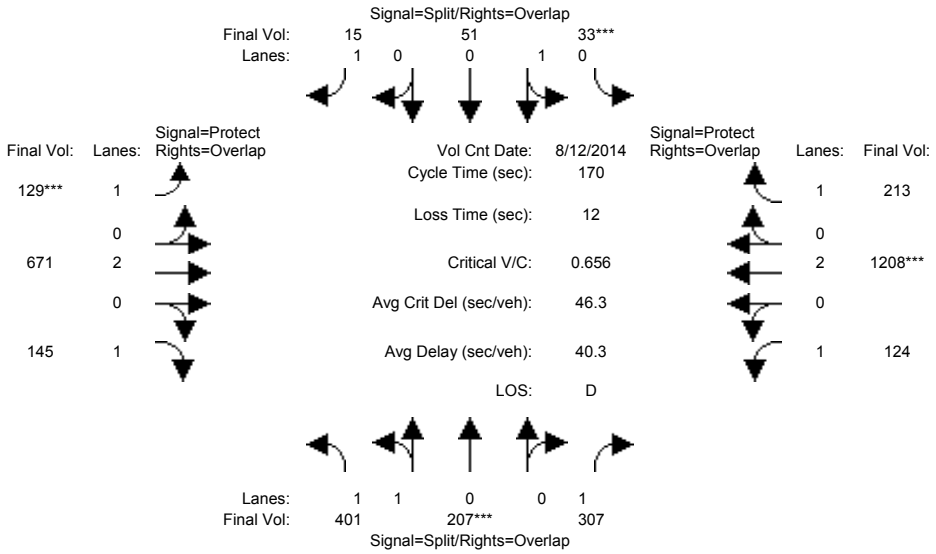
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	291	27	300	3	1	0	19	320	42	122	714	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	27	300	3	1	0	19	320	42	122	714	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	110	180	7	30	50	15	110	351	103	2	494	195
Initial Fut:	401	207	307	33	51	15	129	671	145	124	1208	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	207	307	33	51	15	129	671	145	124	1208	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	207	307	33	51	15	129	671	145	124	1208	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	207	307	33	51	15	129	671	145	124	1208	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.33	0.67	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2341	1209	1750	707	1093	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.18	0.05	0.05	0.01	0.07	0.18	0.08	0.07	0.32	0.12
Crit Moves:		****		****			****				****	
Green Time:	44.4	44.4	73.5	12.1	12.1	31.2	19.1	72.4	116.8	29.1	82.4	94.5
Volume/Cap:	0.66	0.66	0.41	0.66	0.66	0.05	0.66	0.41	0.12	0.41	0.66	0.22
Delay/Veh:	57.7	57.7	33.6	88.6	88.6	57.2	80.1	34.2	9.1	63.8	34.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	57.7	33.6	88.6	88.6	57.2	80.1	34.2	9.1	63.8	34.0	19.2
LOS by Move:	E	E	C	F	F	E	F	C	A	E	C	B
HCM2k95thQ:	27	27	21	11	11	1	13	21	5	12	39	11

Note: Queue reported is the number of cars per lane.

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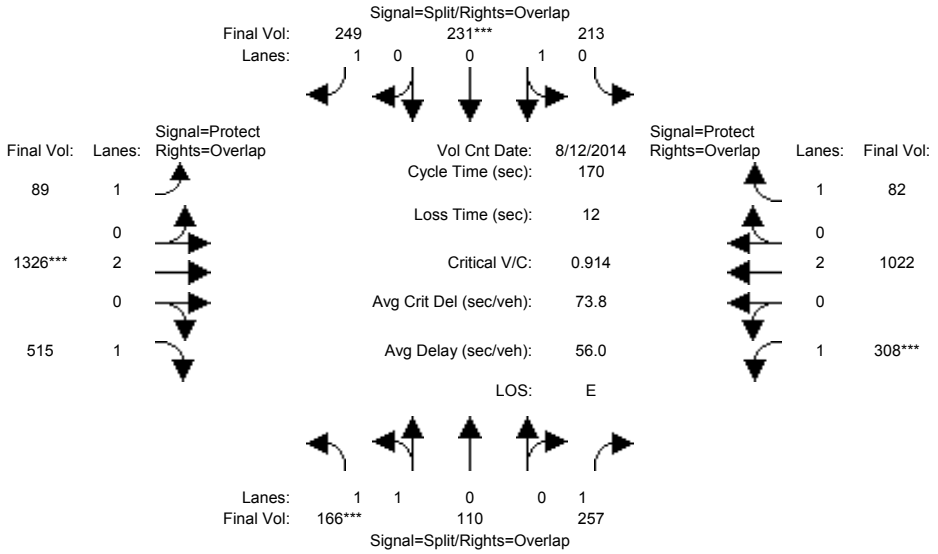
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	66	0	210	23	21	9	9	954	397	278	709	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	210	23	21	9	9	954	397	278	709	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	100	110	47	190	210	240	80	372	118	30	313	70
Initial Fut:	166	110	257	213	231	249	89	1326	515	308	1022	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	110	257	213	231	249	89	1326	515	308	1022	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	110	257	213	231	249	89	1326	515	308	1022	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	110	257	213	231	249	89	1326	515	308	1022	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.21	0.79	1.00	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2135	1415	1750	864	936	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.25	0.25	0.14	0.05	0.35	0.29	0.18	0.27	0.05
Crit Moves:	****				****			****			****	
Green Time:	14.5	14.5	47.2	45.9	45.9	61.4	15.5	64.9	79.4	32.7	82.1	128.0
Volume/Cap:	0.91	0.91	0.53	0.91	0.91	0.39	0.56	0.91	0.63	0.91	0.56	0.06
Delay/Veh:	107.7	108	53.1	81.9	81.9	40.8	78.2	59.1	35.8	95.5	31.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.7	108	53.1	81.9	81.9	40.8	78.2	59.1	35.8	95.5	31.5	5.5
LOS by Move:	F	F	D	F	F	D	E	E	D	F	C	A
HCM2k95thQ:	19	19	22	44	44	19	9	54	35	32	31	2

Note: Queue reported is the number of cars per lane.

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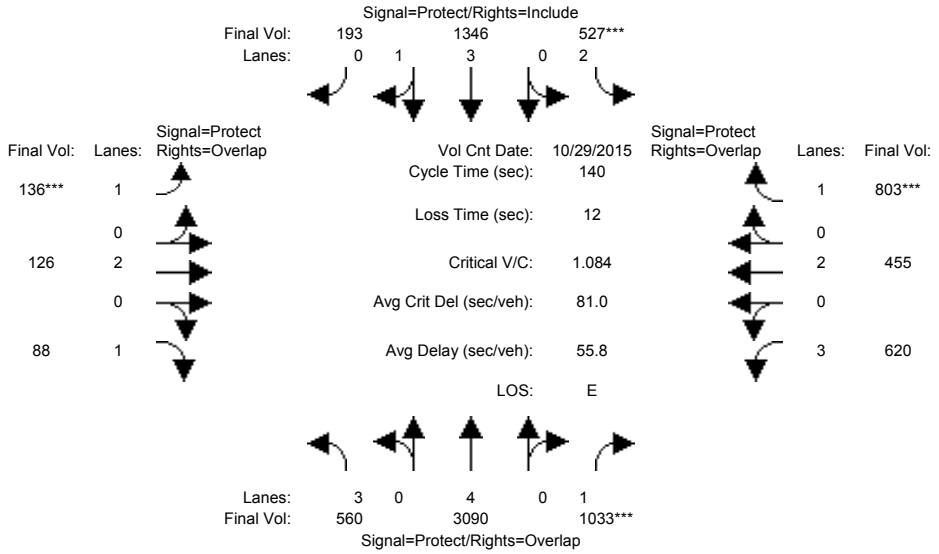
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	1243	452	150	532	145	97	105	47	507	346	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	166	1847	581	377	814	48	39	21	41	113	109	358
Initial Fut:	560	3090	1033	527	1346	193	136	126	88	620	455	803
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	3090	1033	527	1346	193	136	126	88	620	455	803
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	3090	1033	527	1346	193	136	126	88	620	455	803
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	3090	1033	527	1346	193	136	126	88	620	455	803
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.48	0.52	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6558	941	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.59	0.17	0.21	0.21	0.08	0.03	0.05	0.14	0.12	0.46
Crit Moves:			****	****			****					****
Green Time:	30.1	58.7	90.0	21.6	50.2	50.2	10.0	16.4	46.5	31.3	37.7	59.3
Volume/Cap:	0.57	0.97	0.92	1.08	0.57	0.57	1.08	0.28	0.15	0.61	0.45	1.08
Delay/Veh:	50.0	49.8	33.7	124.5	36.5	36.5	169.5	56.8	33.0	49.9	42.8	98.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	49.8	33.7	124.5	36.5	36.5	169.5	56.8	33.0	49.9	42.8	98.4
LOS by Move:	D	D	C	F	D	D	F	E	C	D	D	F
HCM2k95thQ:	16	58	70	29	23	23	20	5	6	18	15	74

Note: Queue reported is the number of cars per lane.

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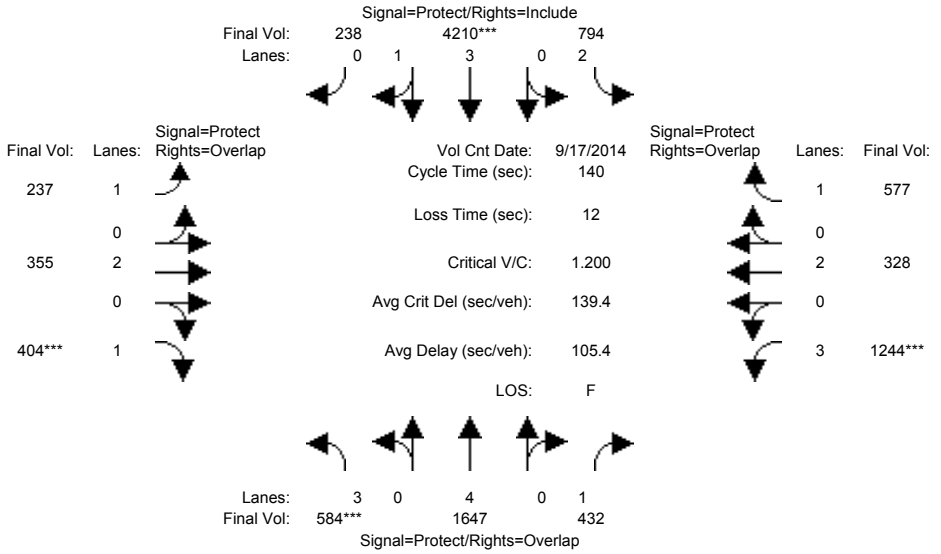
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	594	318	274	1646	164	203	307	312	697	243	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	112	1053	114	520	2564	74	34	48	92	547	85	376
Initial Fut:	584	1647	432	794	4210	238	237	355	404	1244	328	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1647	432	794	4210	238	237	355	404	1244	328	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1647	432	794	4210	238	237	355	404	1244	328	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1647	432	794	4210	238	237	355	404	1244	328	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.78	0.22	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7098	401	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.25	0.25	0.59	0.59	0.14	0.09	0.23	0.27	0.09	0.33
Crit Moves:	****				****				****	****		
Green Time:	15.0	38.9	70.8	45.2	69.2	69.2	26.8	12.0	26.9	31.9	17.1	62.3
Volume/Cap:	1.20	0.78	0.49	0.78	1.20	1.20	0.71	1.09	1.20	1.20	0.71	0.74
Delay/Veh:	171.1	48.5	23.1	46.8	128	128.4	59.8	141	171.7	153.6	64.1	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.1	48.5	23.1	46.8	128	128.4	59.8	141	171.7	153.6	64.1	36.0
LOS by Move:	F	D	C	D	F	F	E	F	F	F	E	D
HCM2k95thQ:	28	29	23	30	104	104	21	23	49	54	13	37

Note: Queue reported is the number of cars per lane.

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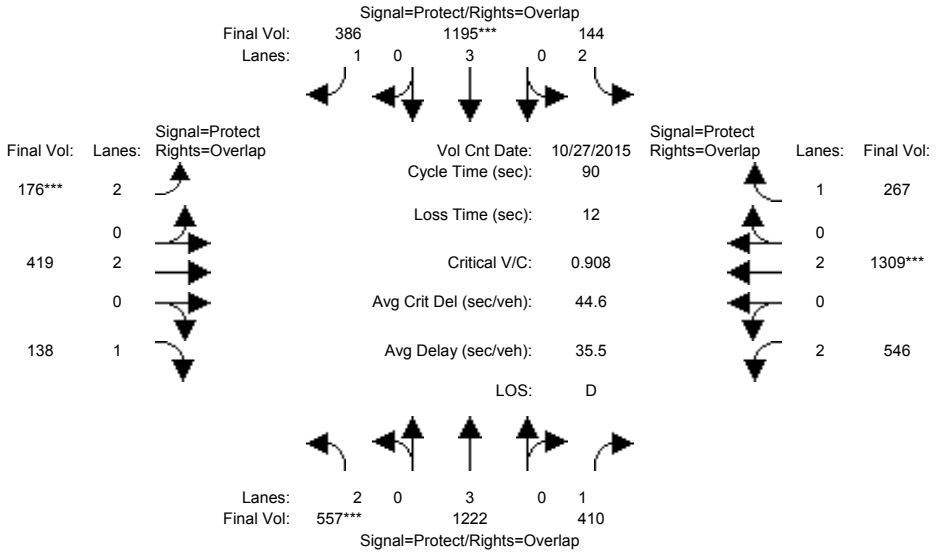
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	346	586	161	62	399	109	81	204	37	346	947	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	586	161	62	399	109	81	204	37	346	947	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	211	636	249	82	796	277	95	215	101	200	362	71
Initial Fut:	557	1222	410	144	1195	386	176	419	138	546	1309	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	1222	410	144	1195	386	176	419	138	546	1309	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	1222	410	144	1195	386	176	419	138	546	1309	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	1222	410	144	1195	386	176	419	138	546	1309	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.23	0.05	0.21	0.22	0.06	0.11	0.08	0.17	0.34	0.15
Crit Moves:	****				****		****				****	
Green Time:	17.2	27.5	52.2	10.0	20.4	27.4	7.0	15.8	33.0	24.6	33.5	43.5
Volume/Cap:	0.93	0.70	0.40	0.41	0.93	0.73	0.72	0.63	0.22	0.63	0.93	0.32
Delay/Veh:	56.4	28.9	10.6	38.1	45.6	32.9	50.4	36.3	19.8	30.2	37.8	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	28.9	10.6	38.1	45.6	32.9	50.4	36.3	19.8	30.2	37.8	14.4
LOS by Move:	E	C	B	D	D	C	D	D	B	C	D	B
HCM2k95thQ:	20	19	13	4	22	19	6	11	5	15	33	9

Note: Queue reported is the number of cars per lane.

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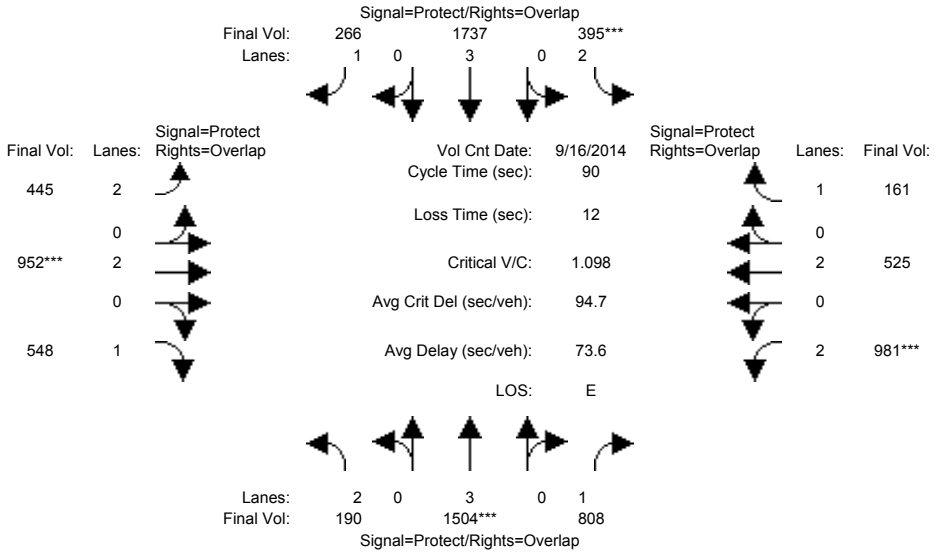
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	102	626	462	275	868	60	75	679	128	398	277	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	626	462	275	868	60	75	679	128	398	277	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	88	878	346	120	869	206	370	273	420	583	248	62
Initial Fut:	190	1504	808	395	1737	266	445	952	548	981	525	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1504	808	395	1737	266	445	952	548	981	525	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1504	808	395	1737	266	445	952	548	981	525	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1504	808	395	1737	266	445	952	548	981	525	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.46	0.13	0.30	0.15	0.14	0.25	0.31	0.31	0.14	0.09
Crit Moves:		****		****				****		****		
Green Time:	7.0	21.6	47.2	10.3	24.9	48.2	23.3	20.5	27.5	25.5	22.8	33.1
Volume/Cap:	0.78	1.10	0.88	1.10	1.10	0.28	0.55	1.10	1.02	1.10	0.55	0.25
Delay/Veh:	55.1	89.8	28.9	116.2	88.1	11.6	29.6	95.5	76.2	92.6	29.8	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	89.8	28.9	116.2	88.1	11.6	29.6	95.5	76.2	92.6	29.8	20.0
LOS by Move:	E	F	C	F	F	B	C	F	E	F	C	C
HCM2k95thQ:	7	36	39	18	39	8	12	34	37	40	12	6

Note: Queue reported is the number of cars per lane.

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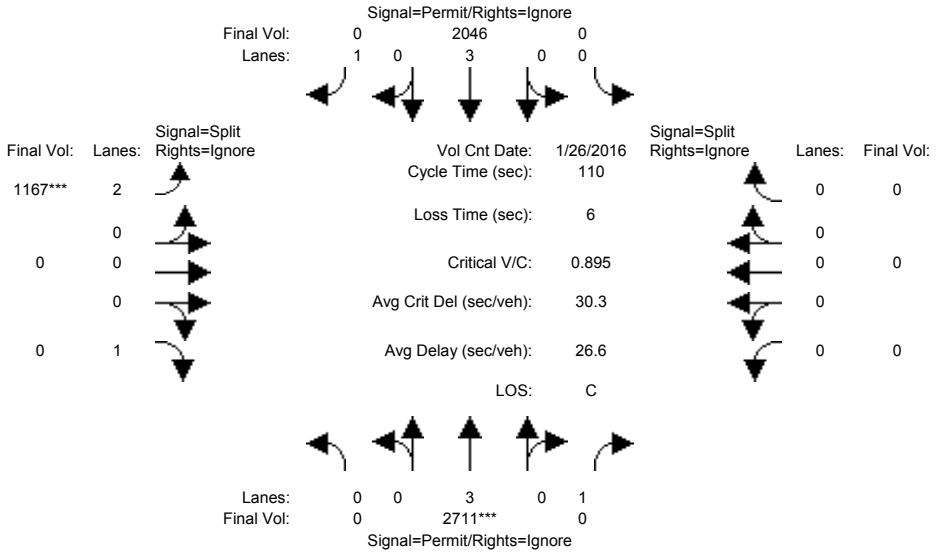
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	1377	227	0	828	270	880	0	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1377	227	0	828	270	880	0	274	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1334	190	0	1218	243	287	0	517	0	0	0
Initial Fut:	0	2711	417	0	2046	513	1167	0	791	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2711	0	0	2046	0	1167	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2711	0	0	2046	0	1167	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2711	0	0	2046	0	1167	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.36	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	58.5	0.0	0.0	58.5	0.0	45.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.89	0.00	0.00	0.68	0.00	0.89	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.9	0.0	0.0	19.4	0.0	38.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	0.0	0.0	19.4	0.0	38.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	D	A	A	A	A	A
HCM2k95thQ:	0	48	0	0	29	0	42	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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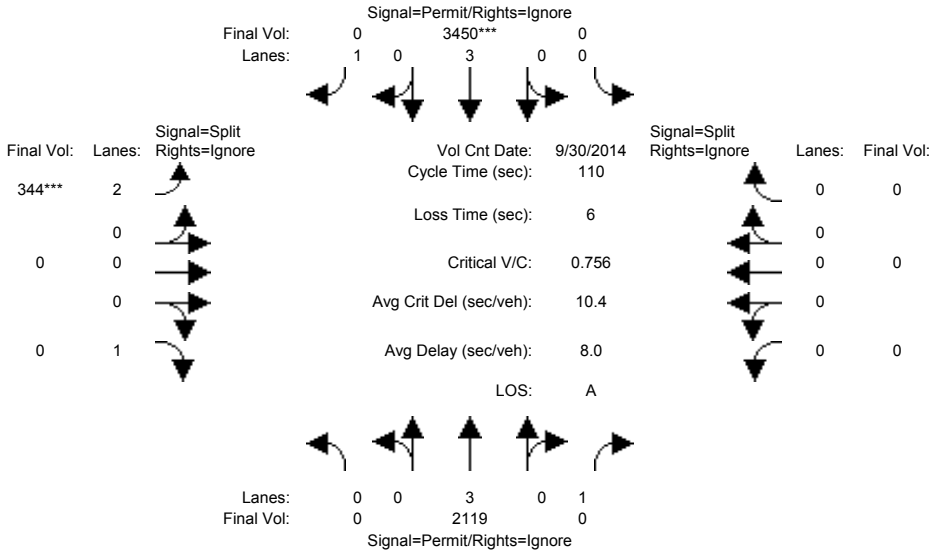
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	957	472	0	1780	650	241	0	262	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	957	472	0	1780	650	241	0	262	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1162	565	0	1670	970	103	0	222	0	0	0
Initial Fut:	0	2119	1037	0	3450	1620	344	0	484	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2119	0	0	3450	0	344	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2119	0	0	3450	0	344	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2119	0	0	3450	0	344	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.61	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	88.1	0.0	0.0	88.1	0.0	15.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.00	0.00	0.76	0.00	0.76	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	0.0	0.0	6.3	0.0	52.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	6.3	0.0	52.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	14	0	0	31	0	16	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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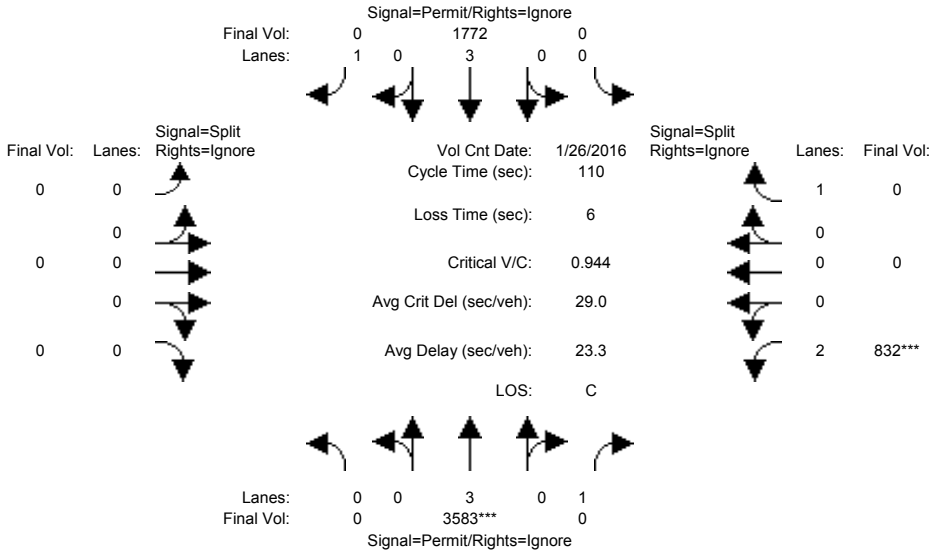
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2135	0	0	861	334	0	0	0	267	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2135	0	0	861	334	0	0	0	267	0	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1448	175	0	911	51	0	0	0	565	0	1142
Initial Fut:	0	3583	175	0	1772	385	0	0	0	832	0	1872
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3583	0	0	1772	0	0	0	0	832	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3583	0	0	1772	0	0	0	0	832	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3583	0	0	1772	0	0	0	0	832	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	73.2	0.0	0.0	73.2	0.0	0.0	0.0	0.0	30.8	0.0	0.0
Volume/Cap:	0.00	0.94	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.94	0.00	0.00
Delay/Veh:	0.0	22.5	0.0	0.0	9.0	0.0	0.0	0.0	0.0	57.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	0.0	0.0	9.0	0.0	0.0	0.0	0.0	57.0	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	57	0	0	18	0	0	0	0	36	0	0

Note: Queue reported is the number of cars per lane.

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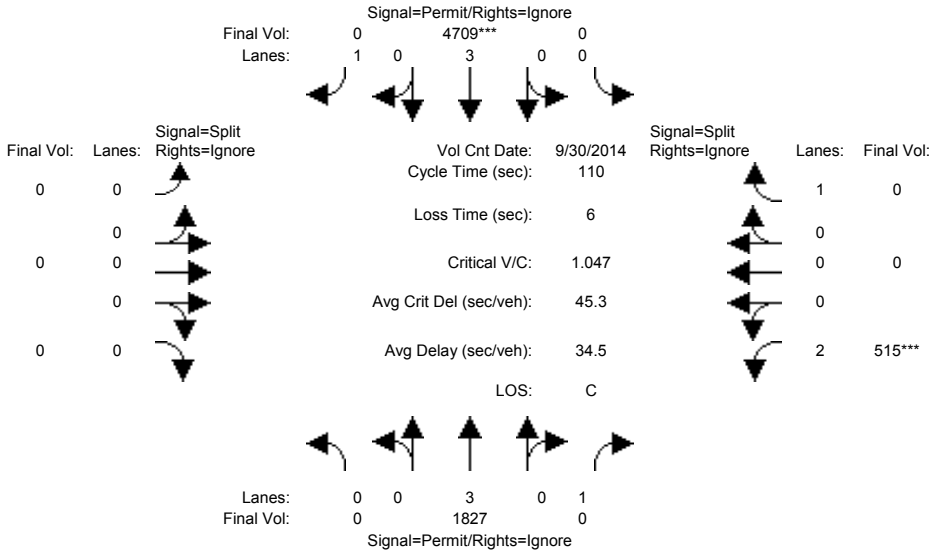
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1027	180	0	2184	0	0	0	0	341	0	608
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1027	180	0	2184	0	0	0	0	341	0	608
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	800	432	0	2525	643	0	0	0	174	0	471
Initial Fut:	0	1827	612	0	4709	643	0	0	0	515	0	1079
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1827	0	0	4709	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1827	0	0	4709	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1827	0	0	4709	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.8	0.0	0.0	86.8	0.0	0.0	0.0	0.0	17.2	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	1.05	0.00	0.00	0.00	0.00	1.05	0.00	0.00
Delay/Veh:	0.0	3.7	0.0	0.0	39.4	0.0	0.0	0.0	0.0	99.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	0.0	0.0	39.4	0.0	0.0	0.0	0.0	99.7	0.0	0.0
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	A
HCM2k95thQ:	0	12	0	0	101	0	0	0	0	29	0	0

Note: Queue reported is the number of cars per lane.

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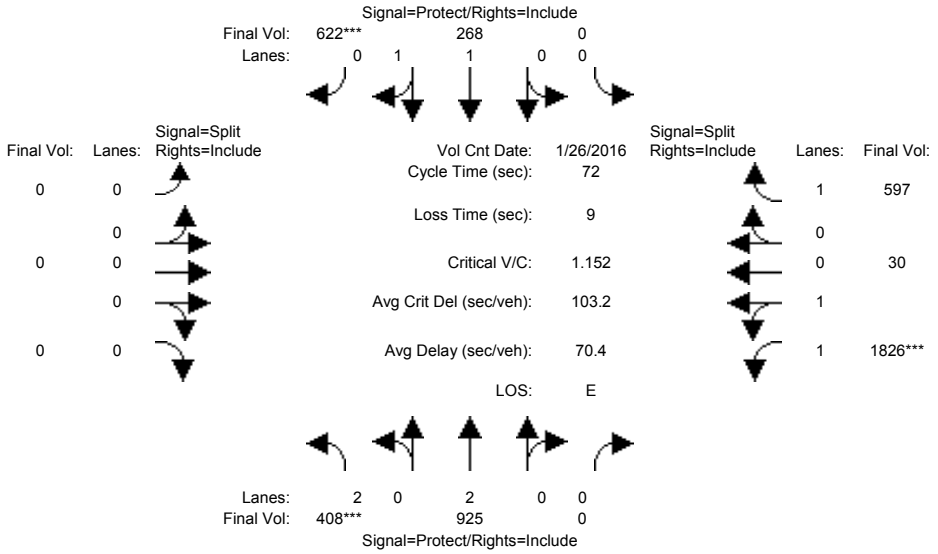
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	131	276	0	0	107	457	0	0	0	809	30	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	276	0	0	107	457	0	0	0	809	30	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	277	649	0	0	161	165	0	0	0	1017	0	443
Initial Fut:	408	925	0	0	268	622	0	0	0	1826	30	597
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	925	0	0	268	622	0	0	0	1826	30	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	925	0	0	268	622	0	0	0	1826	30	597
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	925	0	0	268	622	0	0	0	1826	30	597
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3493	57	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.00	0.00	0.14	0.36	0.00	0.00	0.00	0.52	0.52	0.34
Crit Moves:	****					****				****		
Green Time:	8.1	30.3	0.0	0.0	22.2	22.2	0.0	0.0	0.0	32.7	32.7	32.7
Volume/Cap:	1.15	0.58	0.00	0.00	0.46	1.15	0.00	0.00	0.00	1.15	1.15	0.75
Delay/Veh:	127.7	16.5	0.0	0.0	20.2	107.7	0.0	0.0	0.0	95.6	95.6	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.7	16.5	0.0	0.0	20.2	107.7	0.0	0.0	0.0	95.6	95.6	20.3
LOS by Move:	F	B	A	A	C	F	A	A	A	F	F	C
HCM2k95thQ:	19	15	0	0	9	45	0	0	0	65	65	24

Note: Queue reported is the number of cars per lane.

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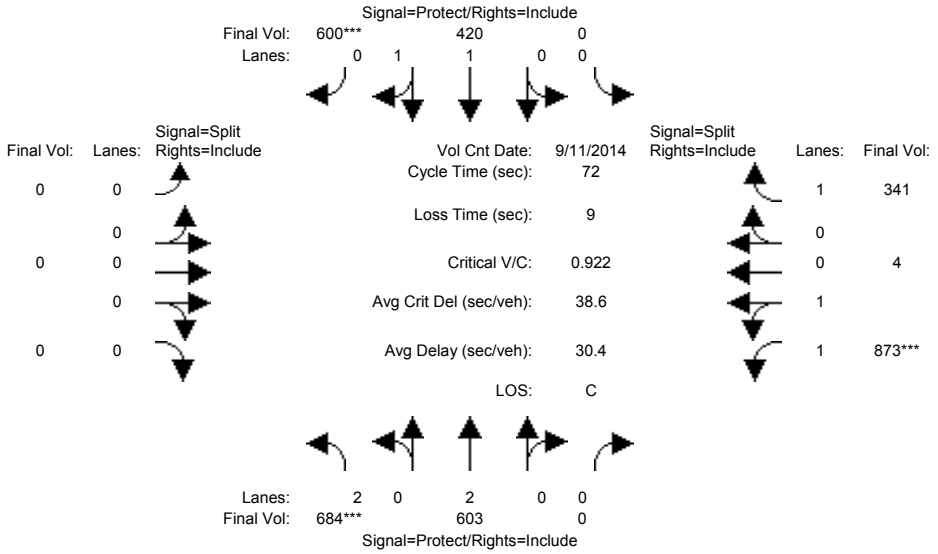
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	395	232	0	0	294	376	0	0	0	382	1	154
Initial Fut:	684	603	0	0	420	600	0	0	0	873	4	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	603	0	0	420	600	0	0	0	873	4	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	603	0	0	420	600	0	0	0	873	4	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	684	603	0	0	420	600	0	0	0	873	4	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3534	16	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.16	0.00	0.00	0.22	0.34	0.00	0.00	0.00	0.25	0.25	0.19
Crit Moves:	****					****				****		
Green Time:	17.0	43.7	0.0	0.0	26.8	26.8	0.0	0.0	0.0	19.3	19.3	19.3
Volume/Cap:	0.92	0.26	0.00	0.00	0.59	0.92	0.00	0.00	0.00	0.92	0.92	0.73
Delay/Veh:	43.9	6.7	0.0	0.0	18.8	34.1	0.0	0.0	0.0	39.7	39.7	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	6.7	0.0	0.0	18.8	34.1	0.0	0.0	0.0	39.7	39.7	29.6
LOS by Move:	D	A	A	A	B	C	A	A	A	D	D	C
HCM2k95thQ:	19	6	0	0	14	28	0	0	0	26	26	17

Note: Queue reported is the number of cars per lane.

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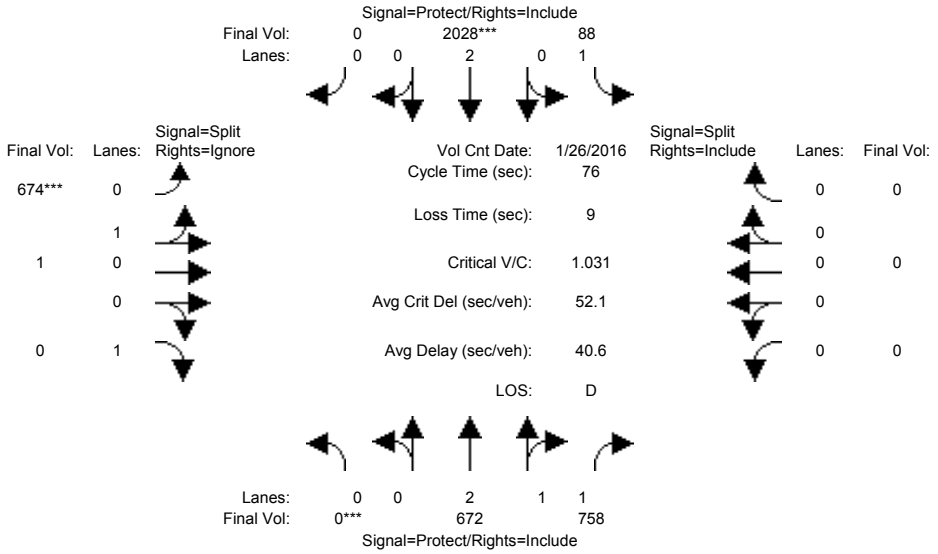
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	221	359	33	905	0	203	1	436	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	221	359	33	905	0	203	1	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	451	399	55	1123	0	471	0	1059	0	0	0
Initial Fut:	0	672	758	88	2028	0	674	1	1495	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	672	758	88	2028	0	674	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	672	758	88	2028	0	674	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	672	758	88	2028	0	674	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1797	3	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.22	0.05	0.53	0.00	0.38	0.37	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	27.6	27.6	11.7	39.4	0.0	27.6	27.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.60	0.33	1.03	0.00	1.03	1.03	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	20.1	29.3	47.0	0.0	67.5	67.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	20.1	29.3	47.0	0.0	67.5	67.5	0.0	0.0	0.0	0.0
LOS by Move:	A	B	C	C	D	A	E	E	A	A	A	A
HCM2k95thQ:	0	11	15	4	51	0	43	43	0	0	0	0

Note: Queue reported is the number of cars per lane.

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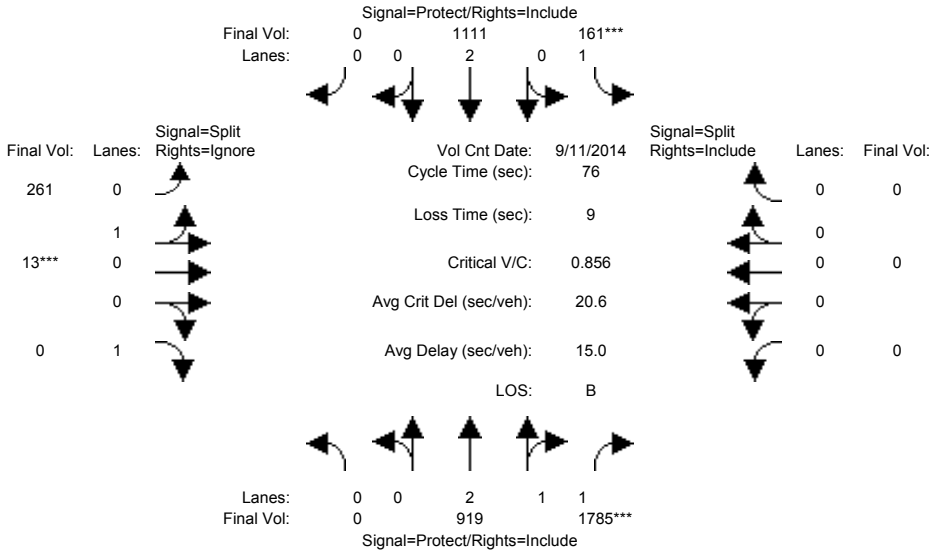
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	419	566	58	530	0	158	13	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	500	1219	103	581	0	103	0	324	0	0	0
Initial Fut:	0	919	1785	161	1111	0	261	13	585	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	919	1785	161	1111	0	261	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	919	1785	161	1111	0	261	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	919	1785	161	1111	0	261	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1715	85	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.51	0.09	0.29	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	45.3	45.3	8.2	53.5	0.0	13.5	13.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.86	0.86	0.42	0.00	0.86	0.86	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.2	15.1	63.2	4.8	0.0	49.9	49.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	15.1	63.2	4.8	0.0	49.9	49.9	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	E	A	A	D	D	A	A	A	A
HCM2k95thQ:	0	11	33	9	10	0	18	18	0	0	0	0

Note: Queue reported is the number of cars per lane.

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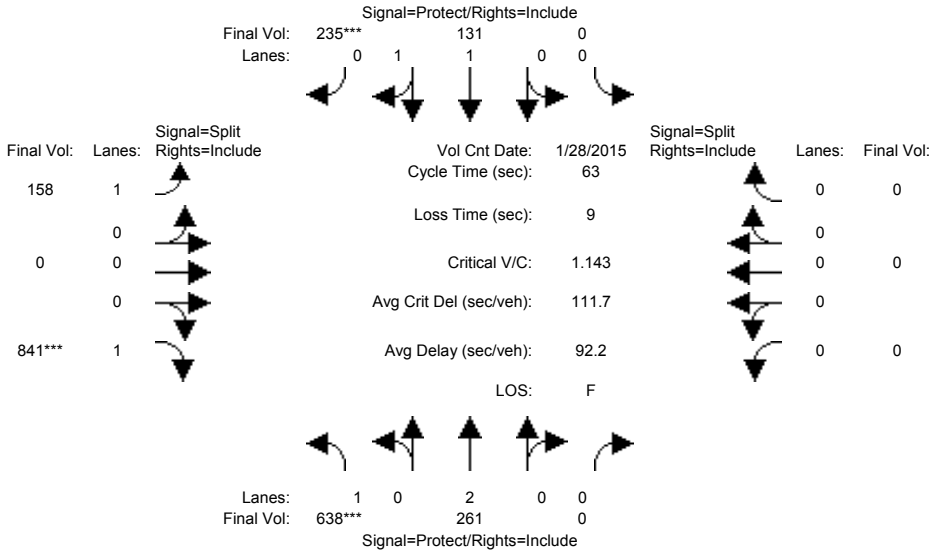
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	423	186	0	0	91	159	133	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	186	0	0	91	159	133	0	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	215	75	0	0	40	76	25	0	758	0	0	0
Initial Fut:	638	261	0	0	131	235	158	0	841	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	638	261	0	0	131	235	158	0	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	261	0	0	131	235	158	0	841	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	638	261	0	0	131	235	158	0	841	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.07	0.00	0.00	0.07	0.13	0.09	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	19.0	29.0	0.0	0.0	10.0	10.0	25.0	0.0	25.0	0.0	0.0	0.0
Volume/Cap:	1.21	0.15	0.00	0.00	0.43	0.85	0.23	0.00	1.21	0.00	0.00	0.00
Delay/Veh:	133.3	9.9	0.0	0.0	24.3	40.0	12.8	0.0	126.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.3	9.9	0.0	0.0	24.3	40.0	12.8	0.0	126.6	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	D	B	A	F	A	A	A
HCM2k95thQ:	46	3	0	0	6	15	4	0	60	0	0	0

Note: Queue reported is the number of cars per lane.

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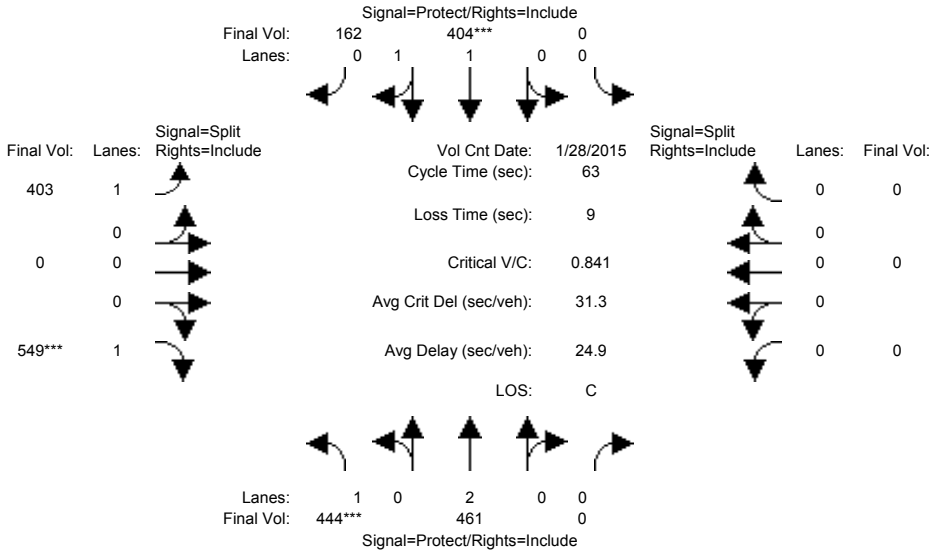
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	77	222	0	0	229	130	319	0	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	222	0	0	229	130	319	0	294	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	367	239	0	0	175	32	84	0	255	0	0	0
Initial Fut:	444	461	0	0	404	162	403	0	549	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	444	461	0	0	404	162	403	0	549	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	461	0	0	404	162	403	0	549	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	461	0	0	404	162	403	0	549	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.41	0.59	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2640	1059	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.12	0.00	0.00	0.15	0.15	0.23	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	19.0	30.5	0.0	0.0	11.5	11.5	23.5	0.0	23.5	0.0	0.0	0.0
Volume/Cap:	0.84	0.25	0.00	0.00	0.84	0.84	0.62	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	32.1	9.6	0.0	0.0	34.2	34.2	17.9	0.0	27.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	9.6	0.0	0.0	34.2	34.2	17.9	0.0	27.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	B	A	C	A	A	A
HCM2k95thQ:	18	5	0	0	16	16	13	0	21	0	0	0

Note: Queue reported is the number of cars per lane.

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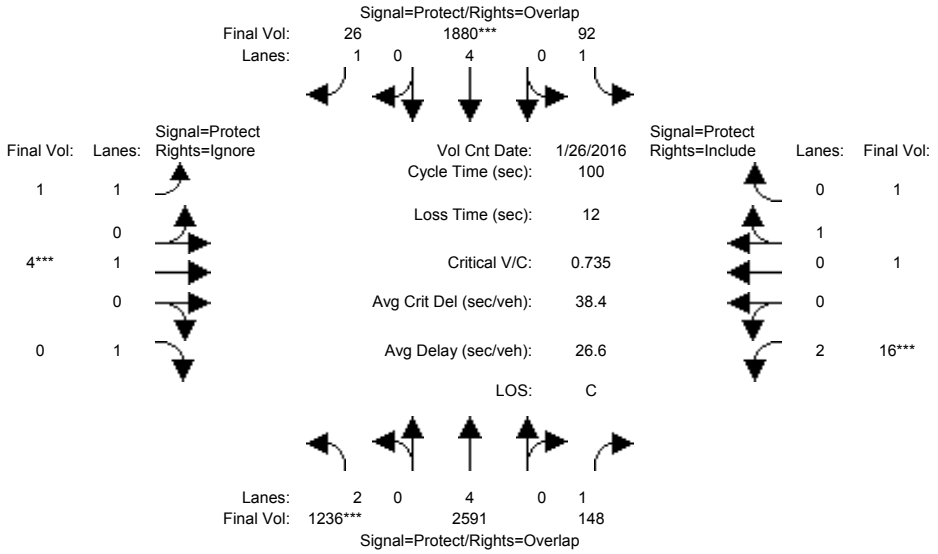
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1090	148	92	757	26	1	4	127	16	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	868	1501	0	0	1123	0	0	0	126	0	0	0
Initial Fut:	1236	2591	148	92	1880	26	1	4	253	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1236	2591	148	92	1880	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1236	2591	148	92	1880	26	1	4	0	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1236	2591	148	92	1880	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.39	0.34	0.08	0.05	0.25	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.5	58.9	65.9	12.1	27.5	34.5	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.90	0.58	0.13	0.43	0.90	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	34.7	13.0	6.4	42.2	40.8	21.8	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	13.0	6.4	42.2	40.8	21.8	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	C	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	34	21	3	6	27	1	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

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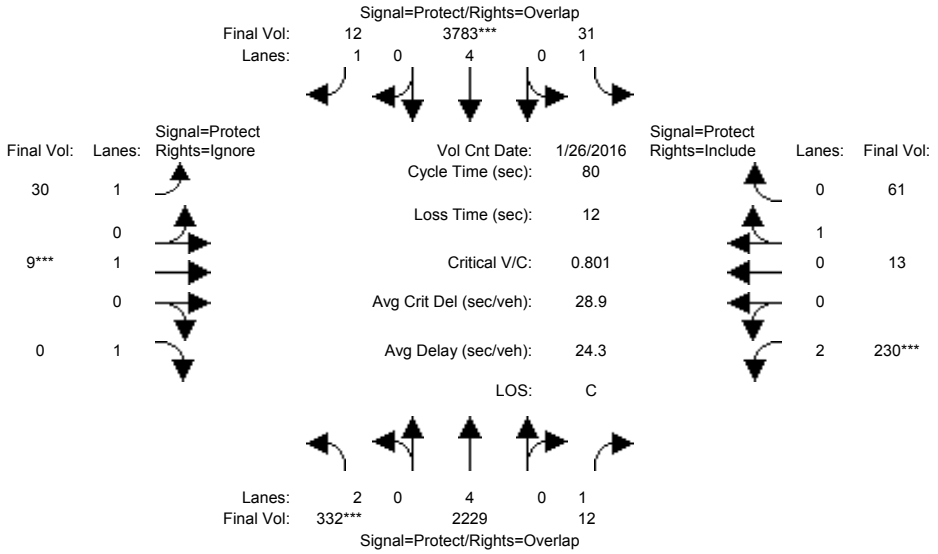
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1012	12	31	1521	12	30	9	450	230	13	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	207	1217	0	0	2262	0	0	0	864	0	0	0
Initial Fut:	332	2229	12	31	3783	12	30	9	1314	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	332	2229	12	31	3783	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2229	12	31	3783	12	30	9	0	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	332	2229	12	31	3783	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.01	0.02	0.50	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	8.9	39.3	46.3	11.7	42.1	49.1	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.95	0.60	0.01	0.12	0.95	0.01	0.20	0.04	0.00	0.83	0.33	0.33
Delay/Veh:	69.5	14.9	7.2	29.9	23.7	6.0	34.5	30.8	0.0	55.2	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	14.9	7.2	29.9	23.7	6.0	34.5	30.8	0.0	55.2	32.8	32.8
LOS by Move:	E	B	A	C	C	A	C	C	A	E	C	C
HCM2k95thQ:	11	17	0	1	42	0	2	0	0	11	4	4

Note: Queue reported is the number of cars per lane.

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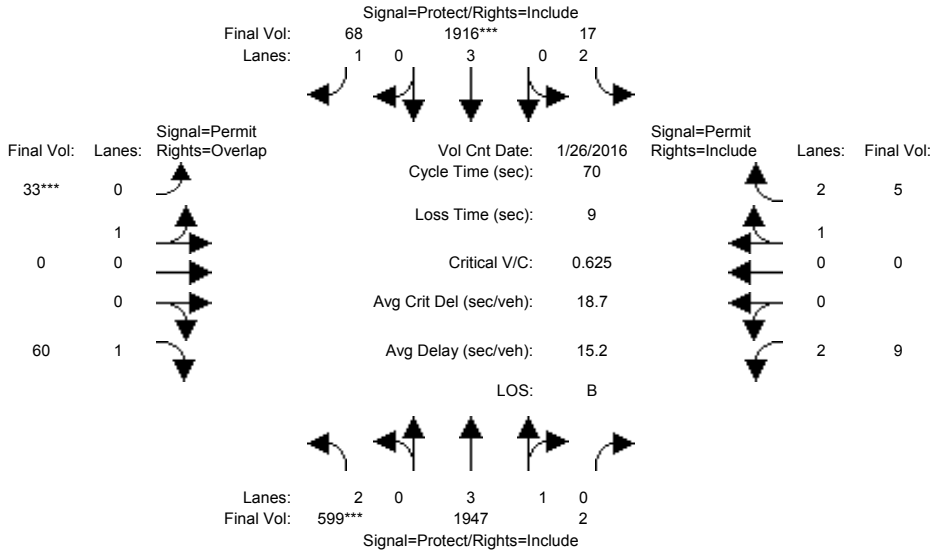
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1027	2	17	843	14	2	0	4	9	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	561	920	0	0	1073	54	31	0	56	0	0	0
Initial Fut:	599	1947	2	17	1916	68	33	0	60	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	599	1947	2	17	1916	68	33	0	60	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	1947	2	17	1916	68	33	0	60	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	599	1947	2	17	1916	68	33	0	60	9	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7492	8	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.26	0.01	0.34	0.04	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	18.4	36.8	36.8	14.2	32.6	32.6	10.0	0.0	28.4	10.0	0.0	10.0
Volume/Cap:	0.72	0.49	0.49	0.03	0.72	0.08	0.13	0.00	0.08	0.02	0.00	0.01
Delay/Veh:	26.6	10.7	10.7	22.4	16.1	10.5	26.4	0.0	12.8	25.8	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	10.7	10.7	22.4	16.1	10.5	26.4	0.0	12.8	25.8	0.0	25.7
LOS by Move:	C	B	B	C	B	B	C	A	B	C	A	C
HCM2k95thQ:	14	13	13	0	21	2	1	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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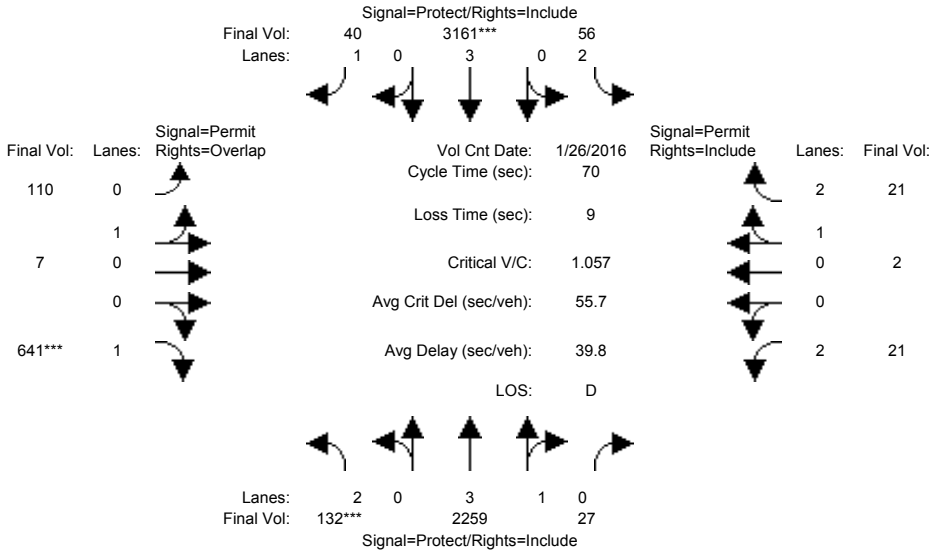
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1139	27	56	1397	7	17	7	149	21	2	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	112	1120	0	0	1764	33	93	0	492	0	0	0
Initial Fut:	132	2259	27	56	3161	40	110	7	641	21	2	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	2259	27	56	3161	40	110	7	641	21	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	2259	27	56	3161	40	110	7	641	21	2	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	2259	27	56	3161	40	110	7	641	21	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.95	0.05	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.26	2.74
Final Sat.:	3150	7411	89	3150	5700	1750	1692	108	1750	3150	470	4930
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.02	0.55	0.02	0.07	0.07	0.37	0.01	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.0	32.7	32.7	10.7	36.5	36.5	17.5	17.5	24.5	17.5	17.5	17.5
Volume/Cap:	0.42	0.65	0.65	0.12	1.06	0.04	0.26	0.26	1.05	0.03	0.02	0.02
Delay/Veh:	30.5	14.7	14.7	25.6	53.5	8.2	21.4	21.4	71.6	19.8	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	14.7	14.7	25.6	53.5	8.2	21.4	21.4	71.6	19.8	19.8	19.8
LOS by Move:	C	B	B	C	D	A	C	C	E	B	B	B
HCM2k95thQ:	3	18	18	1	54	1	4	4	37	0	0	0

Note: Queue reported is the number of cars per lane.

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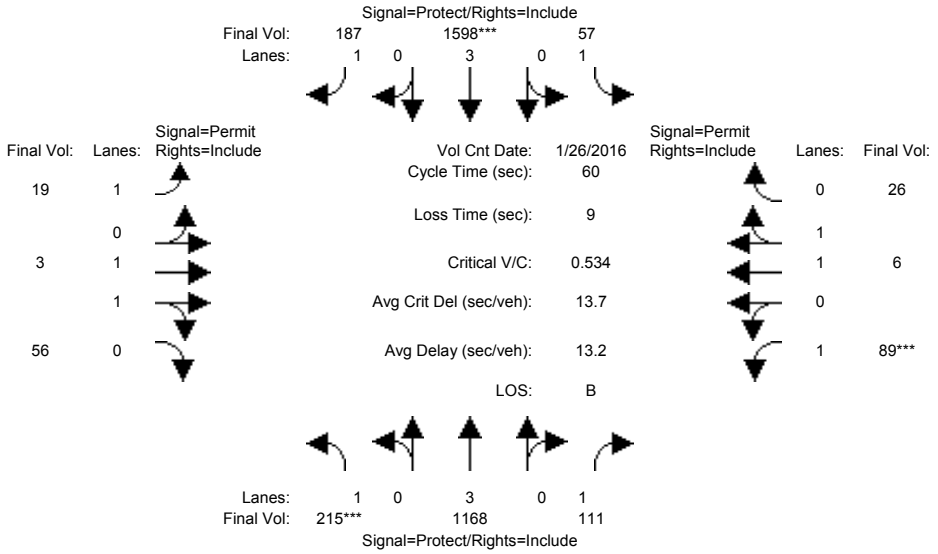
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	111	470	111	57	542	187	19	3	23	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	470	111	57	542	187	19	3	23	89	6	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	104	698	0	0	1056	0	0	0	33	0	0	0
Initial Fut:	215	1168	111	57	1598	187	19	3	56	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1168	111	57	1598	187	19	3	56	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1168	111	57	1598	187	19	3	56	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1168	111	57	1598	187	19	3	56	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.06	0.03	0.28	0.11	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.5	26.1	26.1	14.9	28.5	28.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.47	0.15	0.13	0.59	0.22	0.07	0.01	0.19	0.31	0.02	0.09
Delay/Veh:	24.0	12.2	10.3	17.7	11.8	9.4	21.2	20.9	21.8	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	12.2	10.3	17.7	11.8	9.4	21.2	20.9	21.8	22.5	20.9	21.3
LOS by Move:	C	B	B	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	8	10	3	2	13	4	1	0	2	4	0	1

Note: Queue reported is the number of cars per lane.

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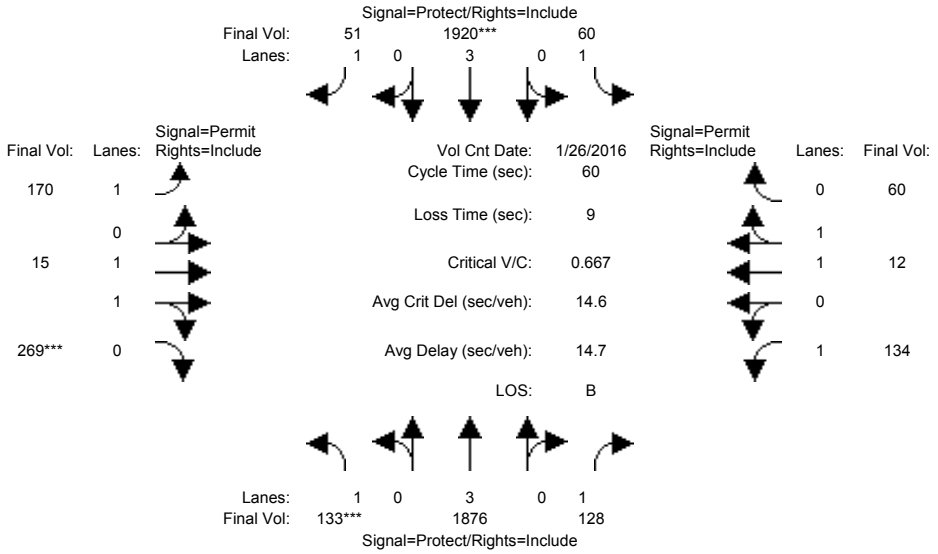
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	70	618	128	60	826	46	170	15	223	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	618	128	60	826	46	170	15	223	134	12	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	63	1258	0	0	1094	5	0	0	46	0	0	0
Initial Fut:	133	1876	128	60	1920	51	170	15	269	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1876	128	60	1920	51	170	15	269	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1876	128	60	1920	51	170	15	269	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1876	128	60	1920	51	170	15	269	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.07	0.03	0.34	0.03	0.10	0.01	0.15	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	27.5	27.5	9.7	30.2	30.2	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.65	0.72	0.16	0.21	0.67	0.06	0.42	0.03	0.67	0.33	0.03	0.15
Delay/Veh:	32.6	14.1	9.6	22.2	11.8	7.6	20.4	17.9	25.1	19.8	17.9	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	14.1	9.6	22.2	11.8	7.6	20.4	17.9	25.1	19.8	17.9	18.6
LOS by Move:	C	B	A	C	B	A	C	B	C	B	B	B
HCM2k95thQ:	5	16	3	2	15	1	7	0	12	5	0	2

Note: Queue reported is the number of cars per lane.

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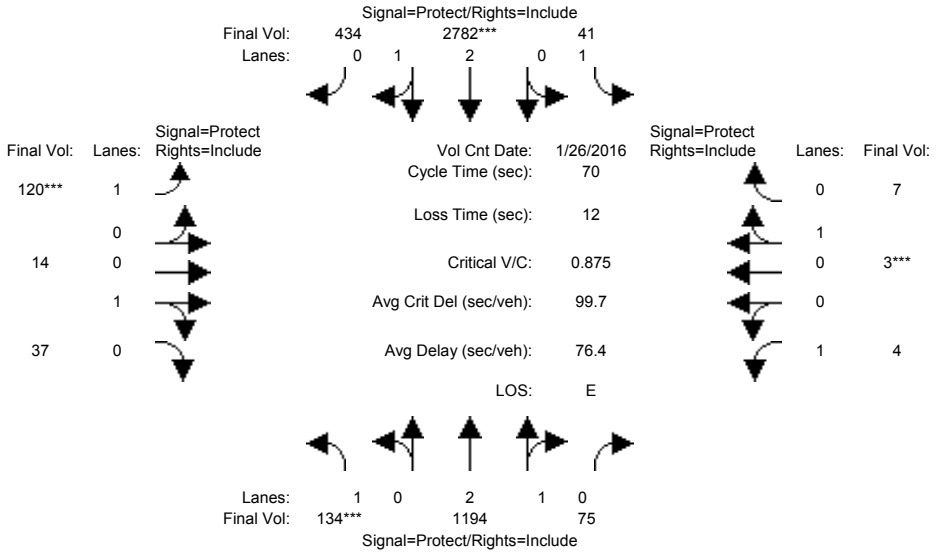
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	386	75	33	743	393	83	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	386	75	33	743	393	83	14	22	4	3	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	808	0	8	2039	41	37	0	15	0	0	0
Initial Fut:	134	1194	75	41	2782	434	120	14	37	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1194	75	41	2782	434	120	14	37	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1194	75	41	2782	434	120	14	37	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1194	75	41	2782	434	120	14	37	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.82	0.18	1.00	2.58	0.42	1.00	0.27	0.73	1.00	0.30	0.70
Final Sat.:	1750	5269	331	1750	4843	756	1750	494	1306	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.02	0.57	0.57	0.07	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	28.4	28.4	12.6	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.77	0.56	0.56	0.13	1.18	1.18	0.69	0.20	0.20	0.02	0.04	0.04
Delay/Veh:	48.8	16.3	16.3	24.3	104	104.2	41.2	26.8	26.8	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	16.3	16.3	24.3	104	104.2	41.2	26.8	26.8	28.5	25.9	25.9
LOS by Move:	D	B	B	C	F	F	D	C	C	C	C	C
HCM2k95thQ:	7	13	13	2	67	67	8	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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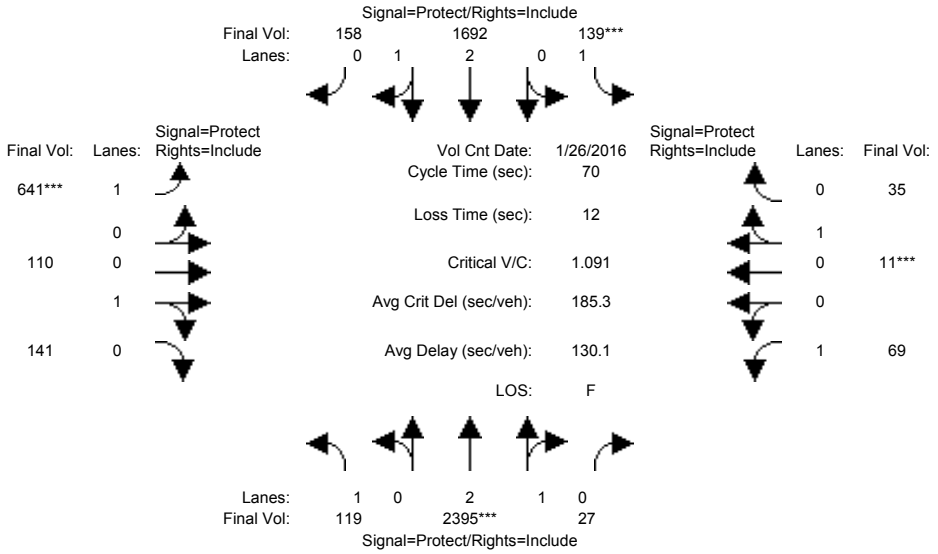
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	69	792	27	82	708	113	619	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	792	27	82	708	113	619	110	121	69	11	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	50	1603	0	57	984	45	22	0	20	0	0	0
Initial Fut:	119	2395	27	139	1692	158	641	110	141	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	2395	27	139	1692	158	641	110	141	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2395	27	139	1692	158	641	110	141	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2395	27	139	1692	158	641	110	141	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	0.44	0.56	1.00	0.24	0.76
Final Sat.:	1750	5537	62	1750	5121	478	1750	789	1011	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.08	0.33	0.33	0.37	0.14	0.14	0.04	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	7.0	22.2	22.2	7.0	22.2	22.2	18.8	16.9	16.9	11.9	10.0	10.0
Volume/Cap:	0.68	1.36	1.36	0.79	1.04	1.04	1.36	0.58	0.58	0.23	0.18	0.18
Delay/Veh:	40.8	191	191.3	52.4	57.1	57.1	202.6	25.3	25.3	25.5	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	191	191.3	52.4	57.1	57.1	202.6	25.3	25.3	25.5	26.7	26.7
LOS by Move:	D	F	F	D	E	E	F	C	C	C	C	C
HCM2k95thQ:	5	69	69	7	33	33	63	11	11	3	2	2

Note: Queue reported is the number of cars per lane.

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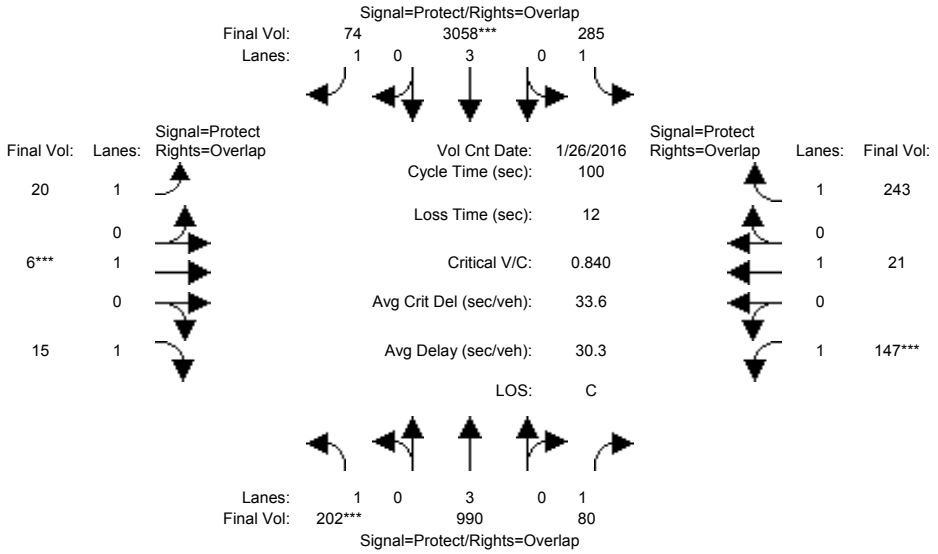
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	365	70	215	1006	32	12	6	7	142	21	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	169	625	10	70	2052	42	8	0	8	5	0	60
Initial Fut:	202	990	80	285	3058	74	20	6	15	147	21	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	990	80	285	3058	74	20	6	15	147	21	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	990	80	285	3058	74	20	6	15	147	21	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	990	80	285	3058	74	20	6	15	147	21	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.05	0.16	0.54	0.04	0.01	0.00	0.01	0.08	0.01	0.14
Crit Moves:	****				****			****		****		
Green Time:	12.2	35.7	44.6	33.4	56.9	64.6	7.8	10.0	22.2	8.9	11.1	44.6
Volume/Cap:	0.94	0.49	0.10	0.49	0.94	0.07	0.15	0.03	0.04	0.94	0.10	0.31
Delay/Veh:	89.2	25.2	16.2	27.1	26.7	6.6	43.5	40.7	30.5	100.5	40.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	25.2	16.2	27.1	26.7	6.6	43.5	40.7	30.5	100.5	40.1	18.1
LOS by Move:	F	C	B	C	C	A	D	D	C	F	D	B
HCM2k95thQ:	15	14	3	13	45	2	2	0	1	16	1	10

Note: Queue reported is the number of cars per lane.

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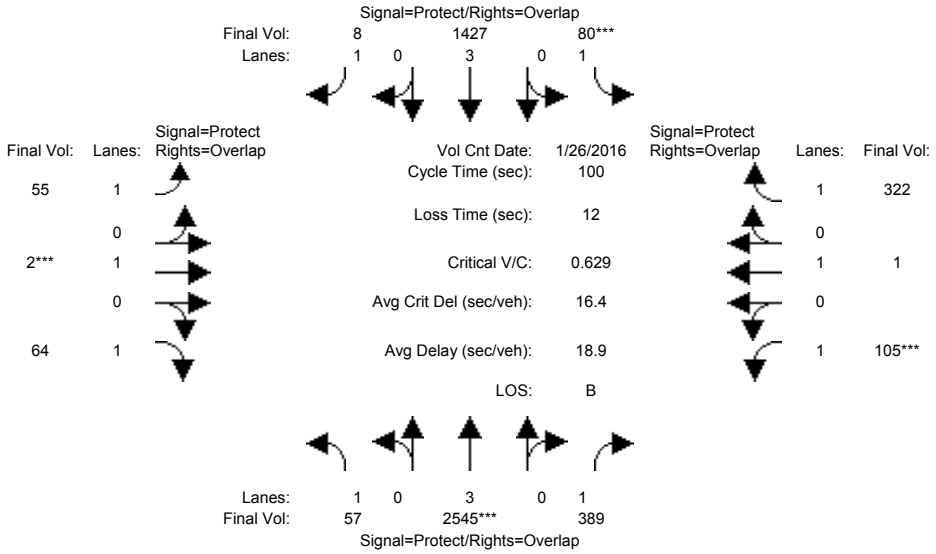
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	28	987	389	80	648	1	0	2	11	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	987	389	80	648	1	0	2	11	90	1	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	29	1558	0	0	779	7	55	0	53	15	0	125
Initial Fut:	57	2545	389	80	1427	8	55	2	64	105	1	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2545	389	80	1427	8	55	2	64	105	1	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2545	389	80	1427	8	55	2	64	105	1	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2545	389	80	1427	8	55	2	64	105	1	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.22	0.05	0.25	0.00	0.03	0.00	0.04	0.06	0.00	0.18
Crit Moves:		****		****				****		****		
Green Time:	15.2	62.6	71.0	7.0	54.4	57.8	3.4	10.0	25.2	8.4	15.0	22.0
Volume/Cap:	0.21	0.71	0.31	0.65	0.46	0.01	0.92	0.01	0.15	0.71	0.00	0.84
Delay/Veh:	37.6	13.3	5.6	57.3	14.0	9.0	136.7	40.6	29.2	59.8	36.1	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	13.3	5.6	57.3	14.0	9.0	136.7	40.6	29.2	59.8	36.1	52.0
LOS by Move:	D	B	A	E	B	A	F	D	C	E	D	D
HCM2k95thQ:	3	28	9	5	16	0	8	0	3	10	0	23

Note: Queue reported is the number of cars per lane.

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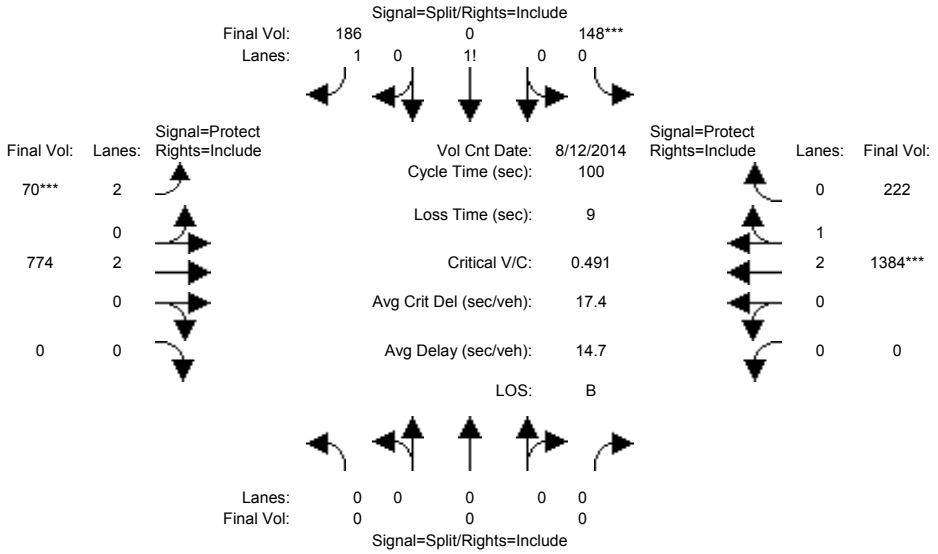
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	122	0	131	40	244	0	0	844	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	122	0	131	40	244	0	0	844	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	26	0	55	30	530	0	0	540	57
Initial Fut:	0	0	0	148	0	186	70	774	0	0	1384	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	148	0	186	70	774	0	0	1384	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	186	70	774	0	0	1384	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	148	0	186	70	774	0	0	1384	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.61	0.00	1.39	2.00	2.00	0.00	0.00	2.57	0.43
Final Sat.:	0	0	0	1075	0	2425	3150	3800	0	0	4825	774
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.08	0.02	0.20	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	27.2	0.0	27.2	7.0	63.8	0.0	0.0	56.8	56.8
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.28	0.32	0.32	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	31.3	0.0	28.8	45.1	8.3	0.0	0.0	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.3	0.0	28.8	45.1	8.3	0.0	0.0	13.2	13.2
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	14	0	7	3	10	0	0	18	18

Note: Queue reported is the number of cars per lane.

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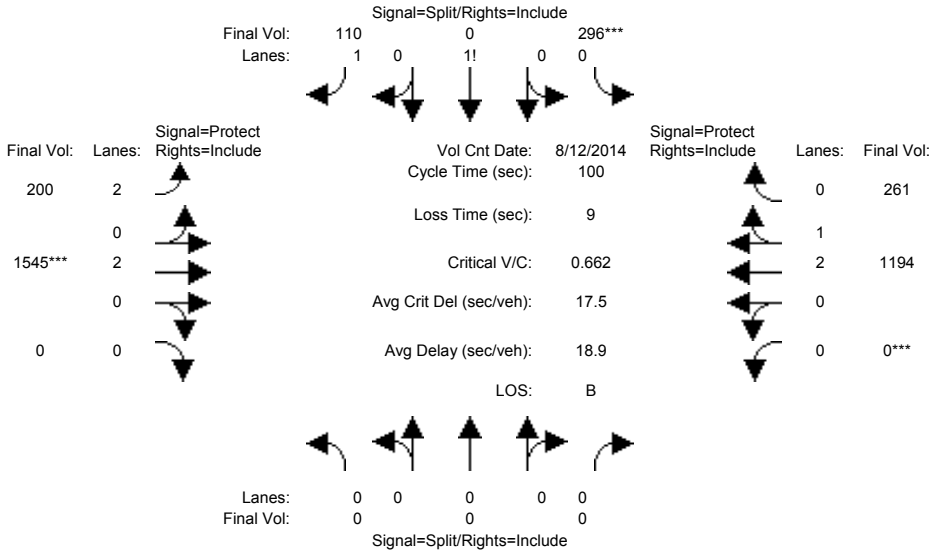
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	262	0	67	131	1103	0	0	550	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	262	0	67	131	1103	0	0	550	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	34	0	43	69	442	0	0	644	32
Initial Fut:	0	0	0	296	0	110	200	1545	0	0	1194	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	296	0	110	200	1545	0	0	1194	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	296	0	110	200	1545	0	0	1194	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	296	0	110	200	1545	0	0	1194	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.84	0.00	1.16	2.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	0	0	0	1511	0	2031	3150	3800	0	0	4594	1004
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.05	0.06	0.41	0.00	0.00	0.26	0.26
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.6	0.0	29.6	13.0	61.4	0.0	0.0	48.4	48.4
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.18	0.49	0.66	0.00	0.00	0.54	0.54
Delay/Veh:	0.0	0.0	0.0	33.5	0.0	26.3	41.3	13.3	0.0	0.0	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.5	0.0	26.3	41.3	13.3	0.0	0.0	18.2	18.2
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	20	0	5	8	28	0	0	19	19

Note: Queue reported is the number of cars per lane.

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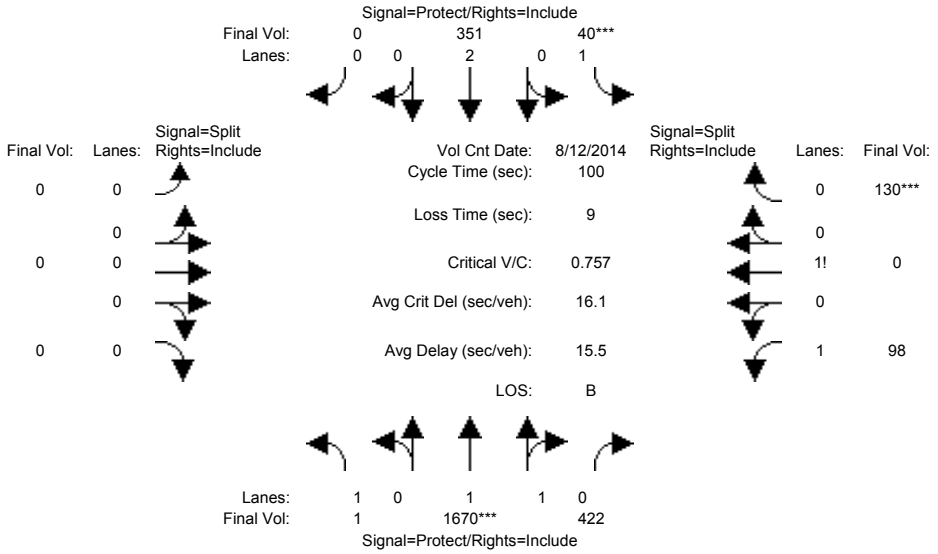
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	1	798	232	35	188	0	0	0	0	82	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	798	232	35	188	0	0	0	0	82	0	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	872	190	5	163	0	0	0	0	16	0	30
Initial Fut:	1	1670	422	40	351	0	0	0	0	98	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1670	422	40	351	0	0	0	0	98	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1670	422	40	351	0	0	0	0	98	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1670	422	40	351	0	0	0	0	98	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	1.28	0.00	0.72
Final Sat.:	1750	2953	746	1750	3800	0	0	0	0	2239	0	1297
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.02	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****
Green Time:	32.3	71.4	71.4	7.0	46.1	0.0	0.0	0.0	0.0	12.6	0.0	12.6
Volume/Cap:	0.00	0.79	0.79	0.33	0.20	0.00	0.00	0.00	0.00	0.35	0.00	0.79
Delay/Veh:	23.0	11.2	11.2	45.8	16.1	0.0	0.0	0.0	0.0	40.2	0.0	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	11.2	11.2	45.8	16.1	0.0	0.0	0.0	0.0	40.2	0.0	56.3
LOS by Move:	C	B	B	D	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	38	38	3	6	0	0	0	0	5	0	15

Note: Queue reported is the number of cars per lane.

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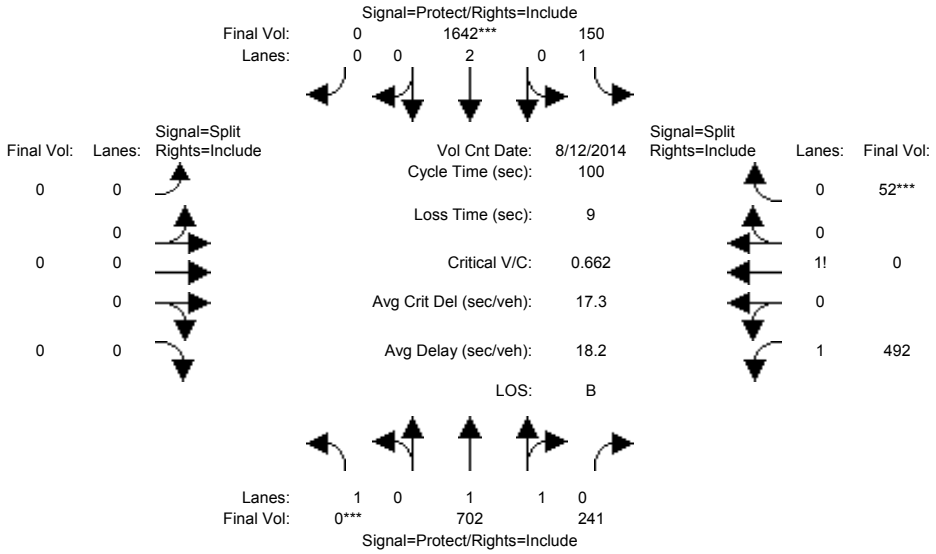
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	237	149	150	874	0	0	0	0	330	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	237	149	150	874	0	0	0	0	330	0	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	465	92	0	768	0	0	0	0	162	0	5
Initial Fut:	0	702	241	150	1642	0	0	0	0	492	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	702	241	150	1642	0	0	0	0	492	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	702	241	150	1642	0	0	0	0	492	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	702	241	150	1642	0	0	0	0	492	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.48	0.52	1.00	2.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	1750	2755	944	1750	3800	0	0	0	0	3194	0	306
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.09	0.43	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Crit Moves:	****				****							****
Green Time:	0.0	48.8	48.8	16.4	65.3	0.0	0.0	0.0	0.0	25.7	0.0	25.7
Volume/Cap:	0.00	0.52	0.52	0.52	0.66	0.00	0.00	0.00	0.00	0.60	0.00	0.66
Delay/Veh:	0.0	17.8	17.8	39.9	11.3	0.0	0.0	0.0	0.0	33.7	0.0	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.8	17.8	39.9	11.3	0.0	0.0	0.0	0.0	33.7	0.0	35.3
LOS by Move:	A	B	B	D	B	A	A	A	A	C	A	D
HCM2k95thQ:	0	18	18	8	26	0	0	0	0	16	0	18

Note: Queue reported is the number of cars per lane.

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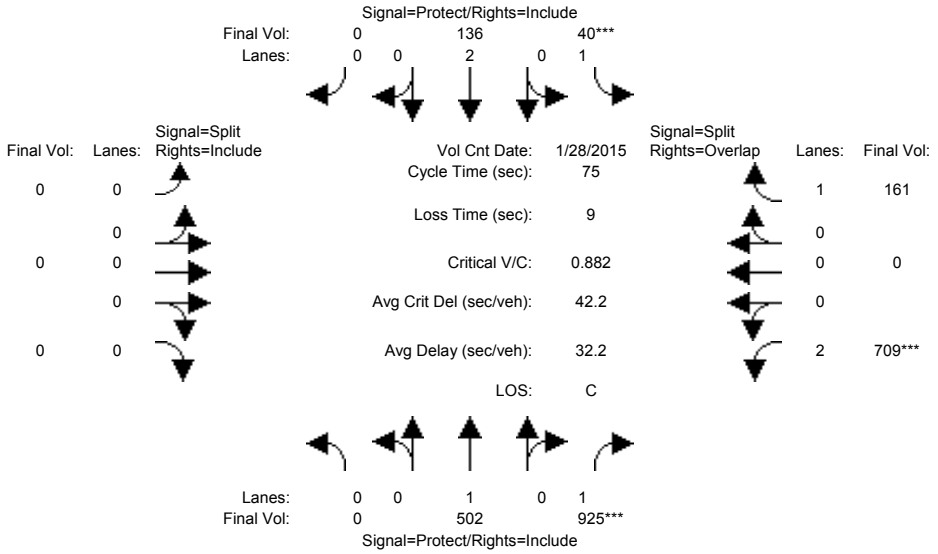
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	169	185	2	19	0	0	0	0	524	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	185	2	19	0	0	0	0	524	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	333	740	38	117	0	0	0	0	185	0	97
Initial Fut:	0	502	925	40	136	0	0	0	0	709	0	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	502	925	40	136	0	0	0	0	709	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	502	925	40	136	0	0	0	0	709	0	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	502	925	40	136	0	0	0	0	709	0	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.53	0.02	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.09
Crit Moves:			****	****						****		
Green Time:	0.0	41.4	41.4	7.0	48.4	0.0	0.0	0.0	0.0	17.6	0.0	24.6
Volume/Cap:	0.00	0.48	0.96	0.24	0.06	0.00	0.00	0.00	0.00	0.96	0.00	0.28
Delay/Veh:	0.0	10.6	35.5	32.3	4.9	0.0	0.0	0.0	0.0	51.6	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	35.5	32.3	4.9	0.0	0.0	0.0	0.0	51.6	0.0	18.9
LOS by Move:	A	B	D	C	A	A	A	A	A	D	A	B
HCM2k95thQ:	0	13	42	2	1	0	0	0	0	22	0	6

Note: Queue reported is the number of cars per lane.

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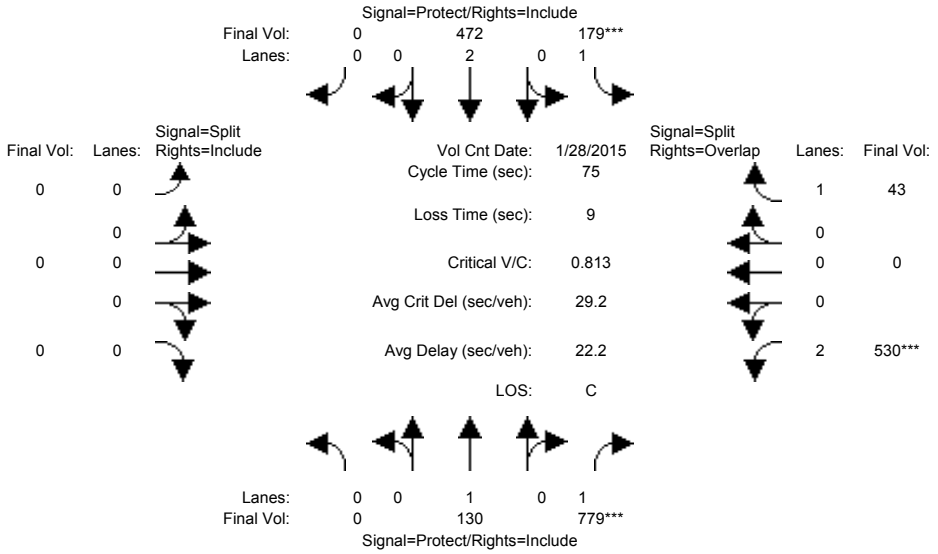
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	23	521	85	158	0	0	0	0	200	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	521	85	158	0	0	0	0	200	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	107	258	94	314	0	0	0	0	330	0	38
Initial Fut:	0	130	779	179	472	0	0	0	0	530	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	779	179	472	0	0	0	0	530	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	779	179	472	0	0	0	0	530	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	130	779	179	472	0	0	0	0	530	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.45	0.10	0.12	0.00	0.00	0.00	0.00	0.17	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	0.0	41.1	41.1	9.4	50.5	0.0	0.0	0.0	0.0	15.5	0.0	24.9
Volume/Cap:	0.00	0.13	0.81	0.81	0.18	0.00	0.00	0.00	0.00	0.81	0.00	0.07
Delay/Veh:	0.0	8.3	19.2	52.1	4.6	0.0	0.0	0.0	0.0	36.1	0.0	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	19.2	52.1	4.6	0.0	0.0	0.0	0.0	36.1	0.0	17.2
LOS by Move:	A	A	B	D	A	A	A	A	A	D	A	B
HCM2k95thQ:	0	3	29	13	4	0	0	0	0	15	0	1

Note: Queue reported is the number of cars per lane.

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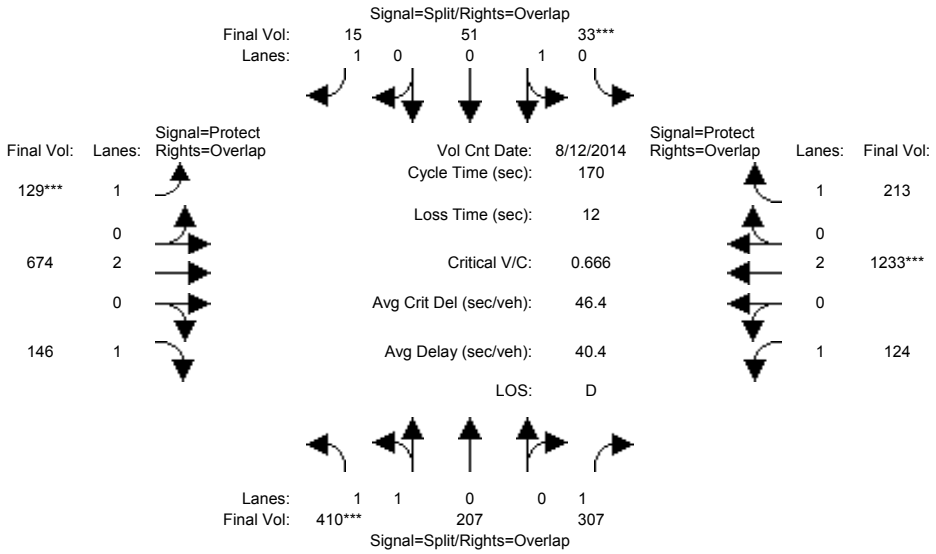
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	401	207	307	33	51	15	129	671	145	124	1208	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	207	307	33	51	15	129	671	145	124	1208	213
Added Vol:	9	0	0	0	0	0	0	3	1	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	207	307	33	51	15	129	674	146	124	1233	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	207	307	33	51	15	129	674	146	124	1233	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	207	307	33	51	15	129	674	146	124	1233	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	207	307	33	51	15	129	674	146	124	1233	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.34	0.66	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2359	1191	1750	707	1093	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.18	0.05	0.05	0.01	0.07	0.18	0.08	0.07	0.32	0.12
Crit Moves:	****			****			****				****	
Green Time:	44.4	44.4	73.4	11.9	11.9	30.7	18.8	72.7	117.1	29.0	82.9	94.8
Volume/Cap:	0.67	0.67	0.41	0.67	0.67	0.05	0.67	0.41	0.12	0.41	0.67	0.22
Delay/Veh:	58.0	58.0	33.6	89.8	89.8	57.6	81.1	34.0	9.0	63.8	34.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	58.0	33.6	89.8	89.8	57.6	81.1	34.0	9.0	63.8	34.0	19.1
LOS by Move:	E	E	C	F	F	E	F	C	A	E	C	B
HCM2k95thQ:	28	28	21	11	11	1	13	21	5	12	40	11

Note: Queue reported is the number of cars per lane.

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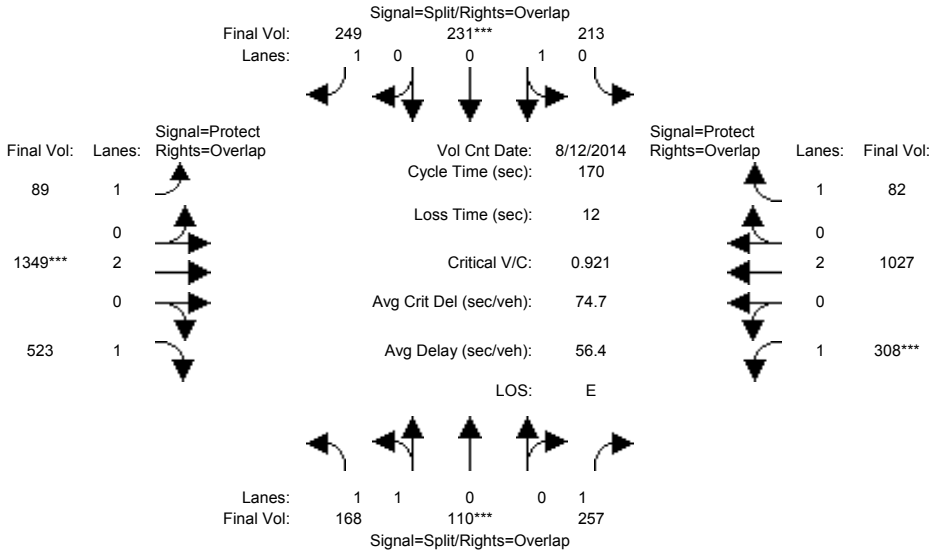
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	166	110	257	213	231	249	89	1326	515	308	1022	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	110	257	213	231	249	89	1326	515	308	1022	82
Added Vol:	2	0	0	0	0	0	0	23	8	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	110	257	213	231	249	89	1349	523	308	1027	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	110	257	213	231	249	89	1349	523	308	1027	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	110	257	213	231	249	89	1349	523	308	1027	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	110	257	213	231	249	89	1349	523	308	1027	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.22	0.78	1.00	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2145	1404	1750	864	936	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.25	0.25	0.14	0.05	0.36	0.30	0.18	0.27	0.05
Crit Moves:		****			****			****			****	
Green Time:	14.5	14.5	46.9	45.5	45.5	61.1	15.5	65.5	80.0	32.5	82.5	128.0
Volume/Cap:	0.92	0.92	0.53	0.92	0.92	0.40	0.56	0.92	0.64	0.92	0.56	0.06
Delay/Veh:	109.2	109	53.3	83.6	83.6	41.1	78.3	59.6	35.6	97.3	31.2	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.2	109	53.3	83.6	83.6	41.1	78.3	59.6	35.6	97.3	31.2	5.5
LOS by Move:	F	F	D	F	F	D	E	E	D	F	C	A
HCM2k95thQ:	19	19	22	44	44	19	9	55	36	32	31	2

Note: Queue reported is the number of cars per lane.

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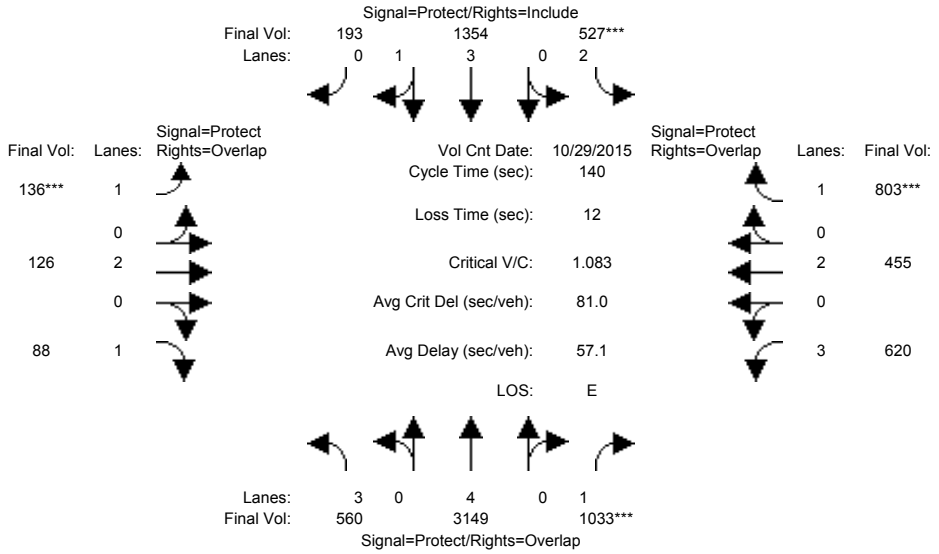
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	560	3090	1033	527	1346	193	136	126	88	620	455	803
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	3090	1033	527	1346	193	136	126	88	620	455	803
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	3149	1033	527	1354	193	136	126	88	620	455	803
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	3149	1033	527	1354	193	136	126	88	620	455	803
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	3149	1033	527	1354	193	136	126	88	620	455	803
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	3149	1033	527	1354	193	136	126	88	620	455	803
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.48	0.52	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6563	935	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.59	0.17	0.21	0.21	0.08	0.03	0.05	0.14	0.12	0.46
Crit Moves:			****	****			****					****
Green Time:	30.0	58.7	90.0	21.6	50.3	50.3	10.0	16.4	46.4	31.3	37.7	59.3
Volume/Cap:	0.57	0.99	0.92	1.08	0.57	0.57	1.08	0.28	0.15	0.61	0.44	1.08
Delay/Veh:	50.1	53.7	33.7	124.4	36.5	36.5	169.5	56.8	33.1	49.9	42.8	98.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	53.7	33.7	124.4	36.5	36.5	169.5	56.8	33.1	49.9	42.8	98.3
LOS by Move:	D	D	C	F	D	D	F	E	C	D	D	F
HCM2k95thQ:	16	61	70	29	23	23	20	5	6	18	15	74

Note: Queue reported is the number of cars per lane.

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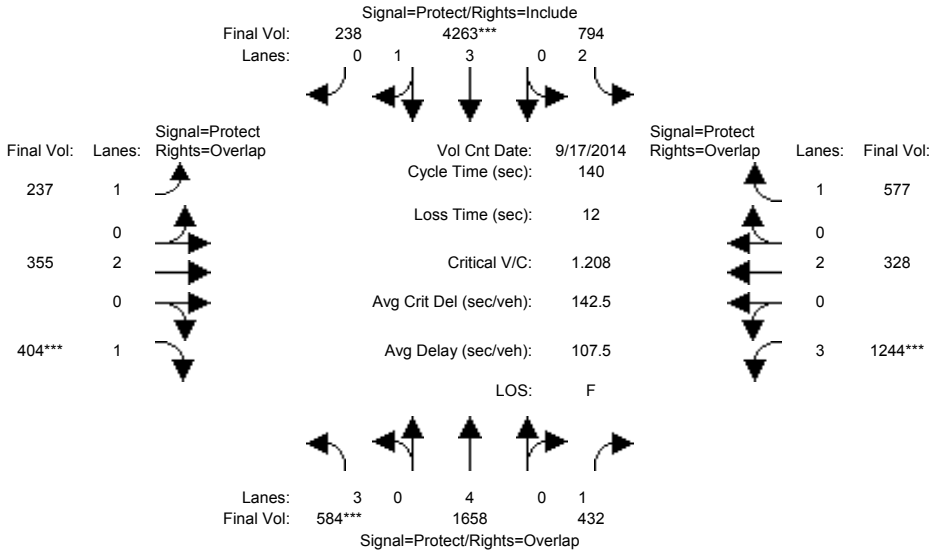
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	584	1647	432	794	4210	238	237	355	404	1244	328	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1647	432	794	4210	238	237	355	404	1244	328	577
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	584	1658	432	794	4263	238	237	355	404	1244	328	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1658	432	794	4263	238	237	355	404	1244	328	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1658	432	794	4263	238	237	355	404	1244	328	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1658	432	794	4263	238	237	355	404	1244	328	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.78	0.22	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7103	397	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.25	0.25	0.60	0.60	0.14	0.09	0.23	0.27	0.09	0.33
Crit Moves:	****				****				****	****		
Green Time:	14.9	39.2	70.9	45.3	69.6	69.6	26.6	11.9	26.8	31.7	17.0	62.2
Volume/Cap:	1.21	0.78	0.49	0.78	1.21	1.21	0.71	1.10	1.21	1.21	0.71	0.74
Delay/Veh:	174.3	48.4	23.1	46.8	132	131.5	60.2	144	174.9	157.0	64.4	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.3	48.4	23.1	46.8	132	131.5	60.2	144	174.9	157.0	64.4	36.1
LOS by Move:	F	D	C	D	F	F	E	F	F	F	E	D
HCM2k95thQ:	28	29	23	30	106	106	21	23	49	54	13	37

Note: Queue reported is the number of cars per lane.

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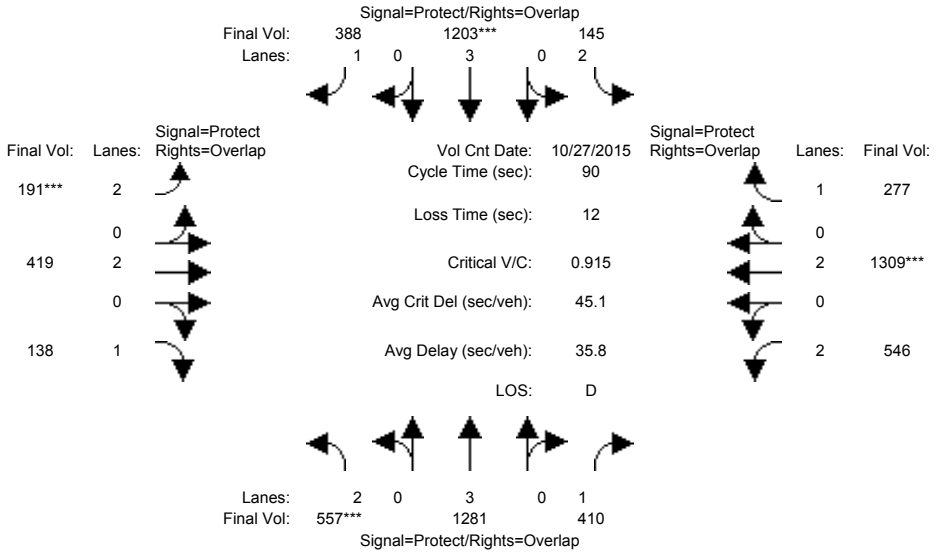
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	557	1222	410	144	1195	386	176	419	138	546	1309	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	1222	410	144	1195	386	176	419	138	546	1309	267
Added Vol:	0	59	0	1	8	2	15	0	0	0	0	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	557	1281	410	145	1203	388	191	419	138	546	1309	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	1281	410	145	1203	388	191	419	138	546	1309	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	1281	410	145	1203	388	191	419	138	546	1309	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	1281	410	145	1203	388	191	419	138	546	1309	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.23	0.05	0.21	0.22	0.06	0.11	0.08	0.17	0.34	0.16
Crit Moves:	****				****		****				****	
Green Time:	17.1	27.9	52.6	9.7	20.5	27.5	7.0	15.8	32.9	24.6	33.4	43.1
Volume/Cap:	0.93	0.72	0.40	0.43	0.93	0.73	0.78	0.63	0.22	0.63	0.93	0.33
Delay/Veh:	56.7	29.1	10.4	38.5	45.7	32.9	55.5	36.3	19.8	30.3	38.1	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	29.1	10.4	38.5	45.7	32.9	55.5	36.3	19.8	30.3	38.1	14.8
LOS by Move:	E	C	B	D	D	C	E	D	B	C	D	B
HCM2k95thQ:	20	20	13	4	22	19	7	11	6	15	33	10

Note: Queue reported is the number of cars per lane.

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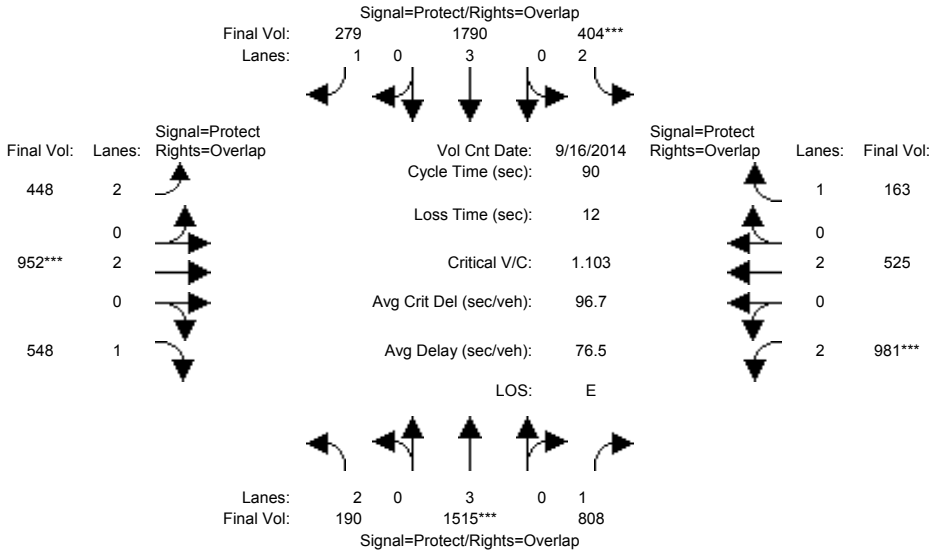
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	190	1504	808	395	1737	266	445	952	548	981	525	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1504	808	395	1737	266	445	952	548	981	525	161
Added Vol:	0	11	0	9	53	13	3	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1515	808	404	1790	279	448	952	548	981	525	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1515	808	404	1790	279	448	952	548	981	525	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1515	808	404	1790	279	448	952	548	981	525	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1515	808	404	1790	279	448	952	548	981	525	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.46	0.13	0.31	0.16	0.14	0.25	0.31	0.31	0.14	0.09
Crit Moves:		****		****				****		****		
Green Time:	7.0	21.7	47.1	10.5	25.2	48.4	23.3	20.4	27.4	25.4	22.6	33.1
Volume/Cap:	0.78	1.10	0.88	1.10	1.12	0.30	0.55	1.10	1.03	1.10	0.55	0.25
Delay/Veh:	55.1	91.8	29.1	117.5	97.0	11.6	29.7	97.6	77.3	94.8	30.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	91.8	29.1	117.5	97.0	11.6	29.7	97.6	77.3	94.8	30.0	20.1
LOS by Move:	E	F	C	F	F	B	C	F	E	F	C	C
HCM2k95thQ:	7	36	39	19	42	9	12	34	37	41	12	6

Note: Queue reported is the number of cars per lane.

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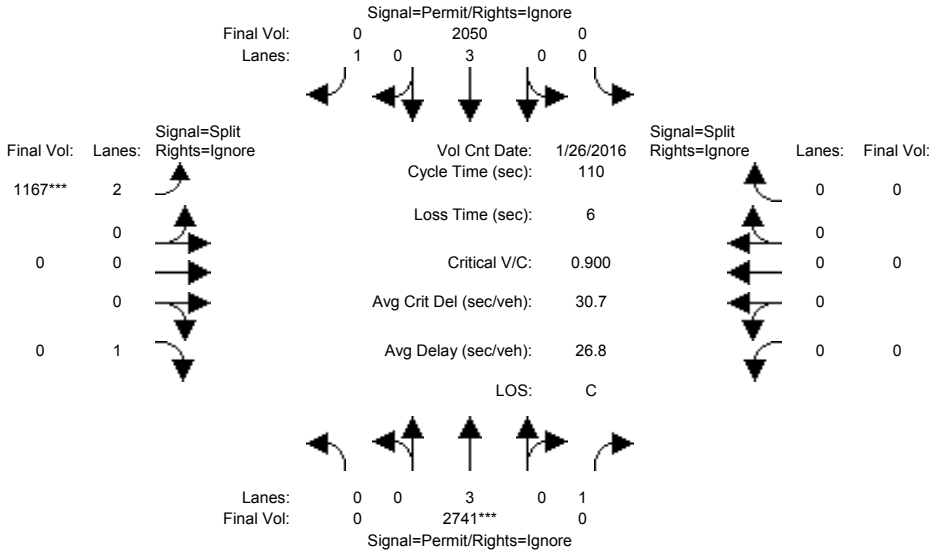
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2711	417	0	2046	513	1167	0	791	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2711	417	0	2046	513	1167	0	791	0	0	0
Added Vol:	0	30	0	0	4	4	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2741	417	0	2050	517	1167	0	791	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2741	0	0	2050	0	1167	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2741	0	0	2050	0	1167	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2741	0	0	2050	0	1167	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.36	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	58.7	0.0	0.0	58.7	0.0	45.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.90	0.00	0.00	0.67	0.00	0.90	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.1	0.0	0.0	19.3	0.0	39.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	0.0	0.0	19.3	0.0	39.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	D	A	A	A	A	A
HCM2k95thQ:	0	48	0	0	29	0	42	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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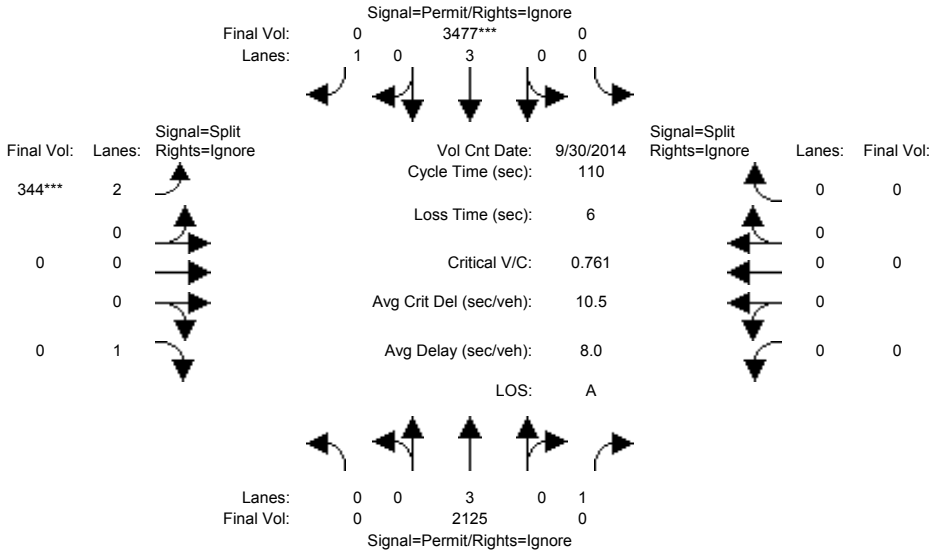
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	2119	1037	0	3450	1620	344	0	484	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2119	1037	0	3450	1620	344	0	484	0	0	0
Added Vol:	0	6	0	0	27	27	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2125	1037	0	3477	1647	344	0	484	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2125	0	0	3477	0	344	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2125	0	0	3477	0	344	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2125	0	0	3477	0	344	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.61	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	88.2	0.0	0.0	88.2	0.0	15.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.00	0.00	0.76	0.00	0.76	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	0.0	0.0	6.3	0.0	52.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	6.3	0.0	52.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	14	0	0	31	0	16	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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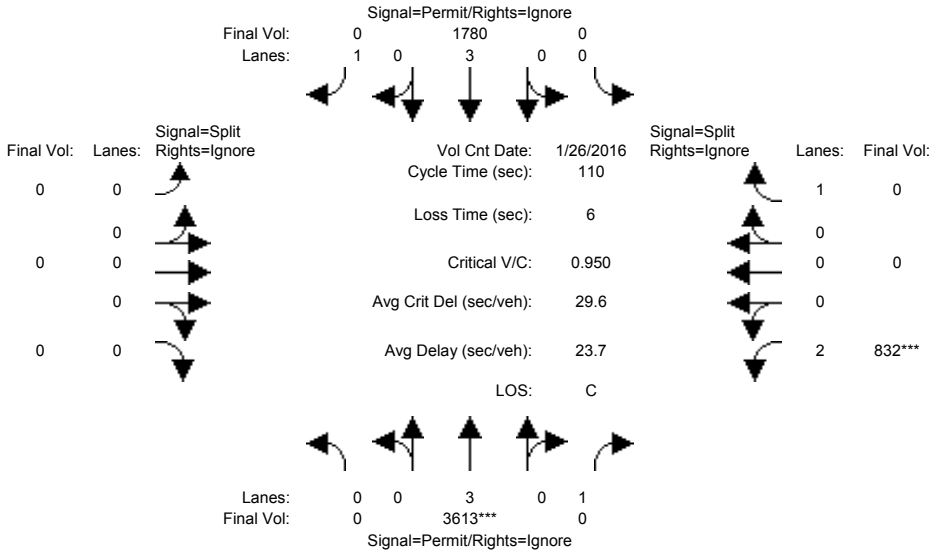
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	3583	175	0	1772	385	0	0	0	832	0	1872
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3583	175	0	1772	385	0	0	0	832	0	1872
Added Vol:	0	30	0	0	8	0	0	0	0	0	0	30
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3613	175	0	1780	385	0	0	0	832	0	1902
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3613	0	0	1780	0	0	0	0	832	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3613	0	0	1780	0	0	0	0	832	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3613	0	0	1780	0	0	0	0	832	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	73.4	0.0	0.0	73.4	0.0	0.0	0.0	0.0	30.6	0.0	0.0
Volume/Cap:	0.00	0.95	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.95	0.00	0.00
Delay/Veh:	0.0	23.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	58.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	58.2	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	58	0	0	18	0	0	0	0	36	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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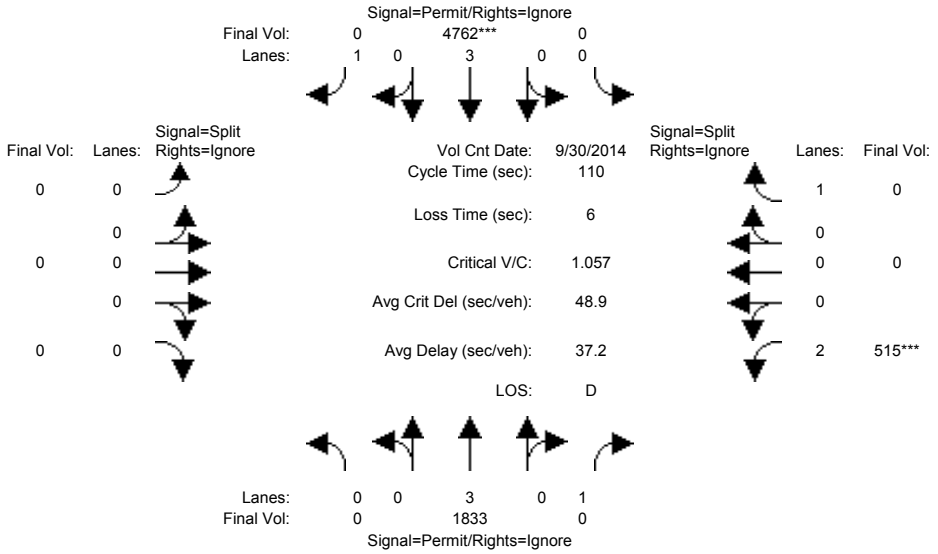
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1827	612	0	4709	643	0	0	0	515	0	1079
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1827	612	0	4709	643	0	0	0	515	0	1079
Added Vol:	0	6	0	0	53	0	0	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1833	612	0	4762	643	0	0	0	515	0	1085
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1833	0	0	4762	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1833	0	0	4762	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1833	0	0	4762	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	87.0	0.0	0.0	87.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	1.06	0.00	0.00	0.00	0.00	1.06	0.00	0.00
Delay/Veh:	0.0	3.6	0.0	0.0	43.0	0.0	0.0	0.0	0.0	103.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	0.0	43.0	0.0	0.0	0.0	0.0	103.0	0.0	0.0
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	A
HCM2k95thQ:	0	12	0	0	104	0	0	0	0	29	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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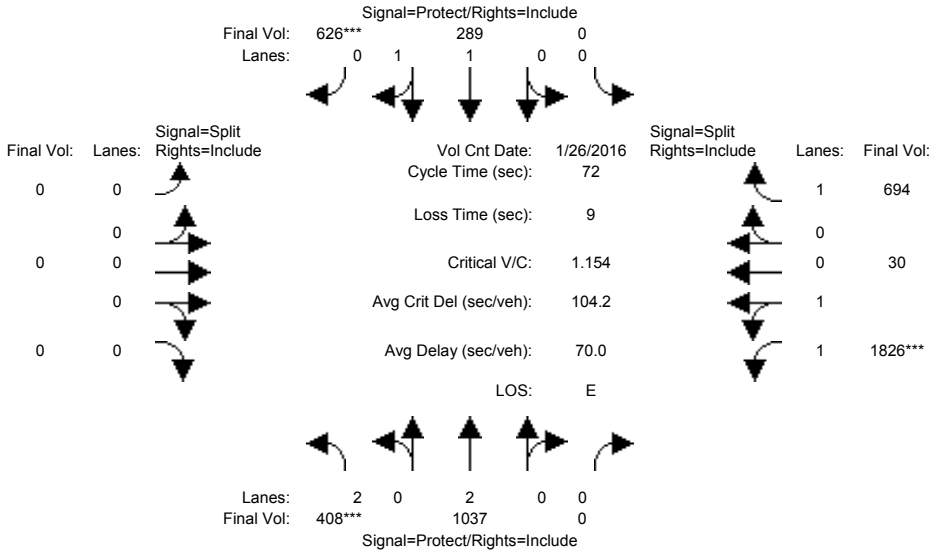
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	408	925	0	0	268	622	0	0	0	1826	30	597
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	408	925	0	0	268	622	0	0	0	1826	30	597
Added Vol:	0	129	0	0	26	6	0	0	0	0	0	104
ATI:	0	-17	0	0	-5	-2	0	0	0	0	0	-7
Initial Fut:	408	1037	0	0	289	626	0	0	0	1826	30	694
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	1037	0	0	289	626	0	0	0	1826	30	694
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	1037	0	0	289	626	0	0	0	1826	30	694
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	1037	0	0	289	626	0	0	0	1826	30	694
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3493	57	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.00	0.00	0.15	0.36	0.00	0.00	0.00	0.52	0.52	0.40
Crit Moves:	****					****				****		
Green Time:	8.1	30.4	0.0	0.0	22.3	22.3	0.0	0.0	0.0	32.6	32.6	32.6
Volume/Cap:	1.15	0.65	0.00	0.00	0.49	1.15	0.00	0.00	0.00	1.15	1.15	0.88
Delay/Veh:	128.8	17.5	0.0	0.0	20.4	108.4	0.0	0.0	0.0	96.7	96.7	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.8	17.5	0.0	0.0	20.4	108.4	0.0	0.0	0.0	96.7	96.7	28.6
LOS by Move:	F	B	A	A	C	F	A	A	A	F	F	C
HCM2k95thQ:	19	17	0	0	10	45	0	0	0	66	66	32

Note: Queue reported is the number of cars per lane.

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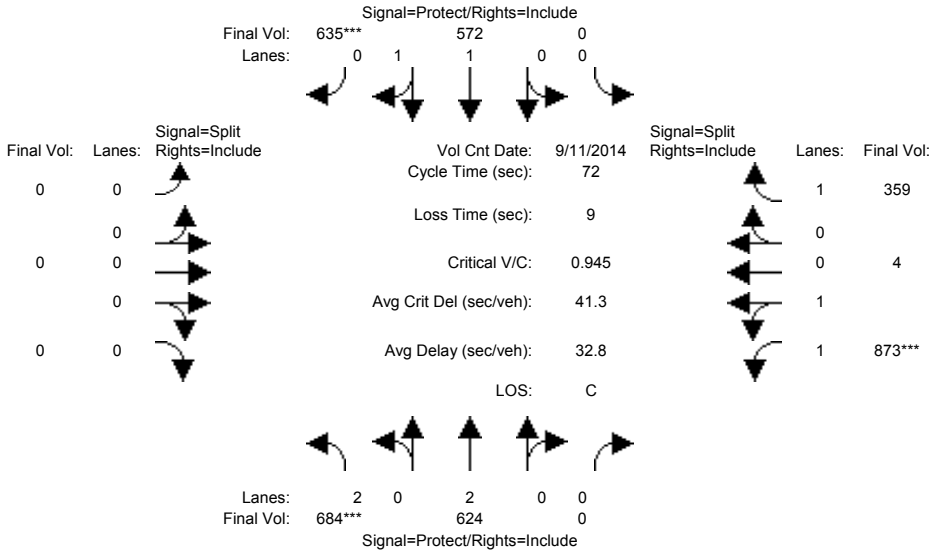
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	684	603	0	0	420	600	0	0	0	873	4	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	603	0	0	420	600	0	0	0	873	4	341
Added Vol:	0	24	0	0	169	40	0	0	0	0	0	19
ATI:	0	-3	0	0	-17	-5	0	0	0	0	0	-1
Initial Fut:	684	624	0	0	572	635	0	0	0	873	4	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	624	0	0	572	635	0	0	0	873	4	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	624	0	0	572	635	0	0	0	873	4	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	684	624	0	0	572	635	0	0	0	873	4	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3534	16	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.16	0.00	0.00	0.30	0.36	0.00	0.00	0.00	0.25	0.25	0.21
Crit Moves:	****					****				****		
Green Time:	16.5	44.2	0.0	0.0	27.6	27.6	0.0	0.0	0.0	18.8	18.8	18.8
Volume/Cap:	0.95	0.27	0.00	0.00	0.78	0.95	0.00	0.00	0.00	0.95	0.95	0.78
Delay/Veh:	48.4	6.5	0.0	0.0	22.3	35.6	0.0	0.0	0.0	43.8	43.8	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	6.5	0.0	0.0	22.3	35.6	0.0	0.0	0.0	43.8	43.8	33.4
LOS by Move:	D	A	A	A	C	D	A	A	A	D	D	C
HCM2k95thQ:	20	6	0	0	21	31	0	0	0	27	27	19

Note: Queue reported is the number of cars per lane.

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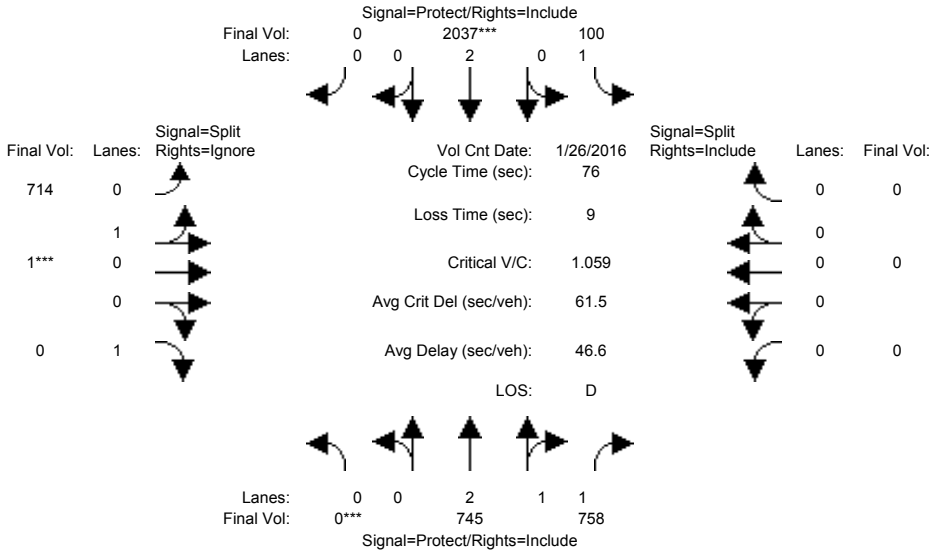
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	672	758	88	2028	0	674	1	1495	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	672	758	88	2028	0	674	1	1495	0	0	0
Added Vol:	0	84	0	14	12	0	45	0	0	0	0	0
ATI:	0	-11	0	-2	-3	0	-5	0	0	0	0	0
Initial Fut:	0	745	758	100	2037	0	714	1	1495	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	745	758	100	2037	0	714	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	745	758	100	2037	0	714	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	745	758	100	2037	0	714	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1797	3	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.22	0.06	0.54	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	27.0	27.0	11.5	38.5	0.0	28.5	28.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.61	0.38	1.06	0.00	1.06	1.06	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.9	20.6	30.0	56.8	0.0	74.9	74.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	20.6	30.0	56.8	0.0	74.9	74.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B	C	C	E	A	E	E	A	A	A	A
HCM2k95thQ:	0	13	15	5	54	0	46	46	0	0	0	0

Note: Queue reported is the number of cars per lane.

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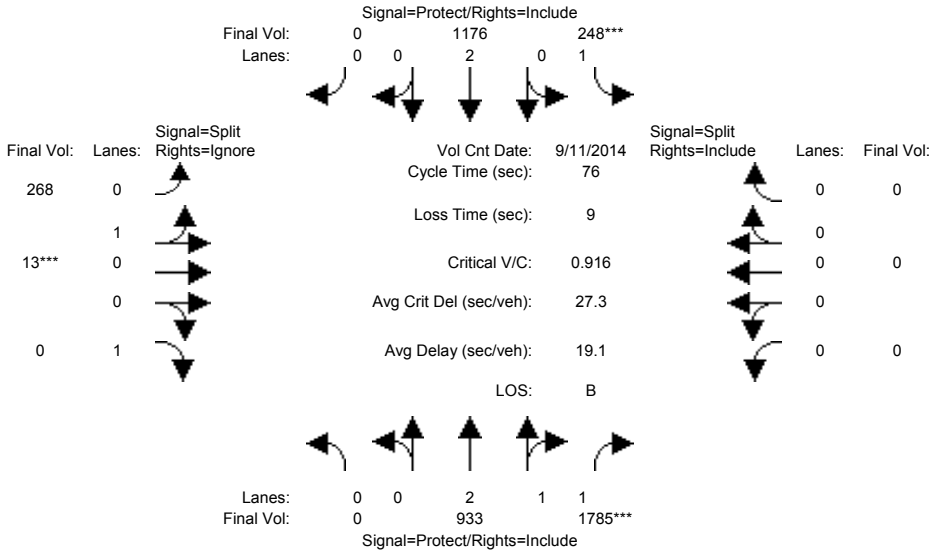
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	919	1785	161	1111	0	261	13	585	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	919	1785	161	1111	0	261	13	585	0	0	0
Added Vol:	0	16	0	93	76	0	8	0	0	0	0	0
ATI:	0	-2	0	-6	-11	0	-1	0	0	0	0	0
Initial Fut:	0	933	1785	248	1176	0	268	13	585	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	933	1785	248	1176	0	268	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	933	1785	248	1176	0	268	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	933	1785	248	1176	0	268	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1717	83	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.51	0.14	0.31	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	42.3	42.3	11.8	54.1	0.0	12.9	12.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.92	0.92	0.44	0.00	0.92	0.92	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.0	20.3	65.1	4.7	0.0	61.7	61.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	20.3	65.1	4.7	0.0	61.7	61.7	0.0	0.0	0.0	0.0
LOS by Move:	A	A	C	E	A	A	E	E	A	A	A	A
HCM2k95thQ:	0	12	36	13	11	0	20	20	0	0	0	0

Note: Queue reported is the number of cars per lane.

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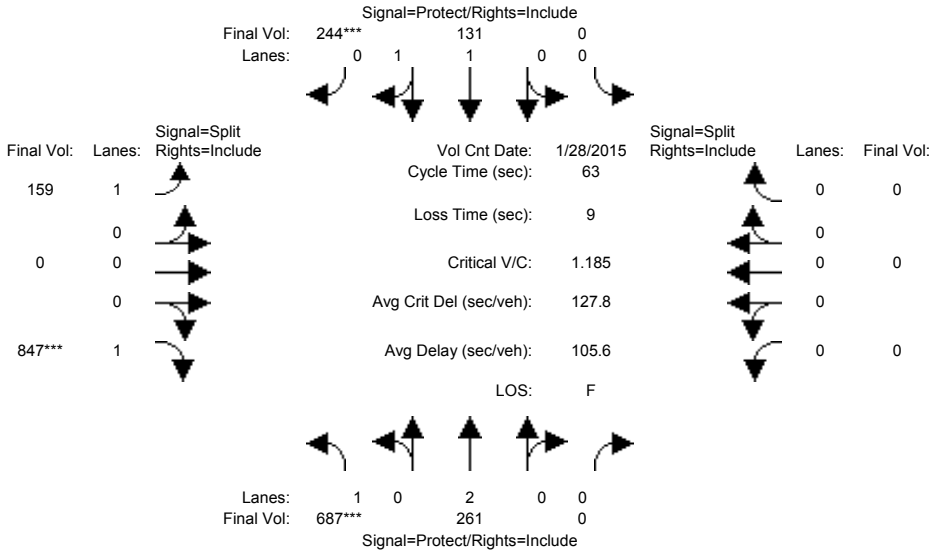
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	638	261	0	0	131	235	158	0	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	638	261	0	0	131	235	158	0	841	0	0	0
Added Vol:	54	0	0	0	0	10	1	0	7	0	0	0
ATI:	-5	0	0	0	0	-1	0	0	-1	0	0	0
Initial Fut:	687	261	0	0	131	244	159	0	847	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	687	261	0	0	131	244	159	0	847	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	261	0	0	131	244	159	0	847	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	687	261	0	0	131	244	159	0	847	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.07	0.00	0.00	0.07	0.14	0.09	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	19.7	29.7	0.0	0.0	10.0	10.0	24.3	0.0	24.3	0.0	0.0	0.0
Volume/Cap:	1.26	0.15	0.00	0.00	0.43	0.88	0.24	0.00	1.26	0.00	0.00	0.00
Delay/Veh:	150.8	9.5	0.0	0.0	24.3	44.3	13.3	0.0	146.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.8	9.5	0.0	0.0	24.3	44.3	13.3	0.0	146.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	D	B	A	F	A	A	A
HCM2k95thQ:	53	3	0	0	6	16	4	0	65	0	0	0

Note: Queue reported is the number of cars per lane.

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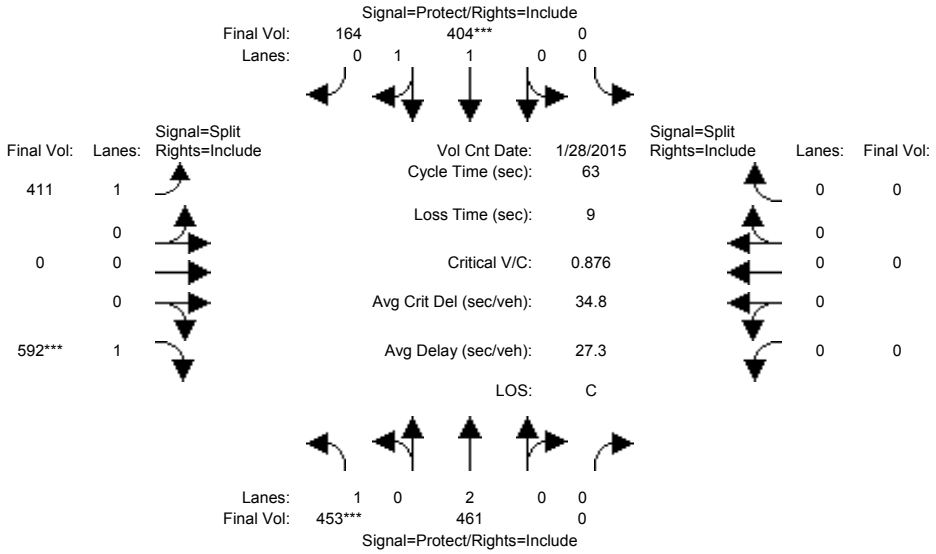
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	444	461	0	0	404	162	403	0	549	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	461	0	0	404	162	403	0	549	0	0	0
Added Vol:	10	0	0	0	0	2	9	0	48	0	0	0
ATI:	-1	0	0	0	0	0	-1	0	-5	0	0	0
Initial Fut:	453	461	0	0	404	164	411	0	592	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	461	0	0	404	164	411	0	592	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	461	0	0	404	164	411	0	592	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	461	0	0	404	164	411	0	592	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.41	0.59	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2631	1068	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.12	0.00	0.00	0.15	0.15	0.23	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.6	29.7	0.0	0.0	11.0	11.0	24.3	0.0	24.3	0.0	0.0	0.0
Volume/Cap:	0.88	0.26	0.00	0.00	0.88	0.88	0.61	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	36.5	10.1	0.0	0.0	38.1	38.1	17.1	0.0	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	10.1	0.0	0.0	38.1	38.1	17.1	0.0	30.3	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	B	A	C	A	A	A
HCM2k95thQ:	19	5	0	0	17	17	13	0	23	0	0	0

Note: Queue reported is the number of cars per lane.

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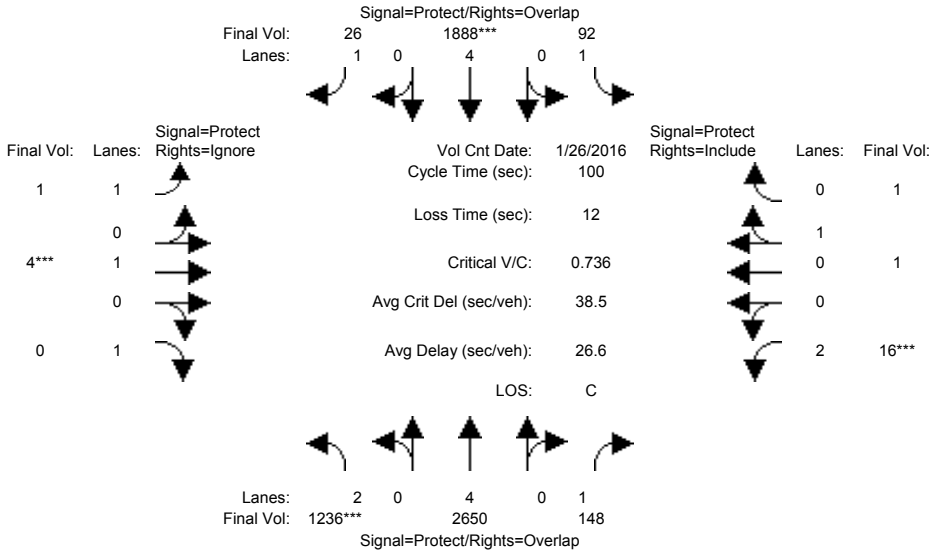
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	1236	2591	148	92	1880	26	1	4	253	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1236	2591	148	92	1880	26	1	4	253	16	1	1
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1236	2650	148	92	1888	26	1	4	253	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1236	2650	148	92	1888	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1236	2650	148	92	1888	26	1	4	0	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1236	2650	148	92	1888	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.39	0.35	0.08	0.05	0.25	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.5	59.1	66.1	11.9	27.5	34.5	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.90	0.59	0.13	0.44	0.90	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	34.9	13.0	6.3	42.5	40.9	21.8	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	13.0	6.3	42.5	40.9	21.8	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	C	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	34	21	3	6	28	1	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

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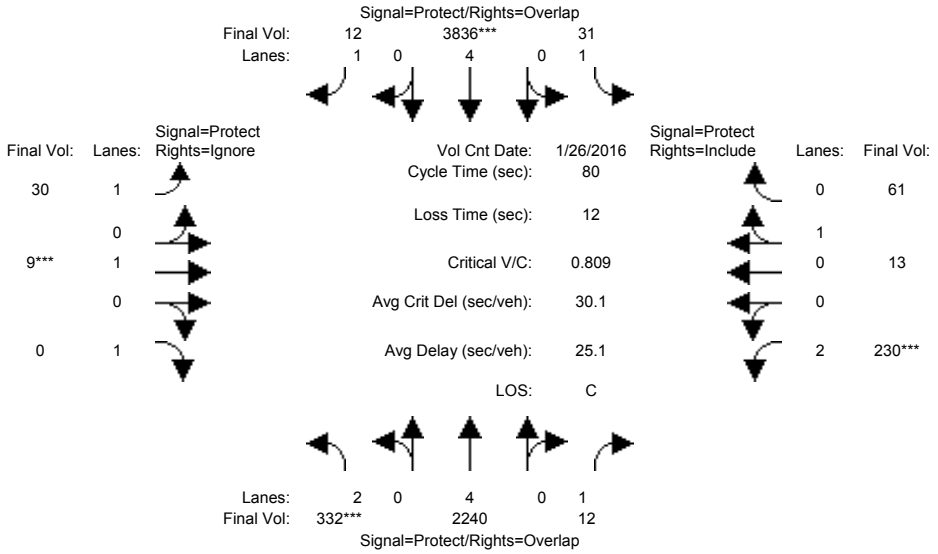
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	332	2229	12	31	3783	12	30	9	1314	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	2229	12	31	3783	12	30	9	1314	230	13	61
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	2240	12	31	3836	12	30	9	1314	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	332	2240	12	31	3836	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2240	12	31	3836	12	30	9	0	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	332	2240	12	31	3836	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.01	0.02	0.50	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	8.8	39.3	46.3	11.7	42.2	49.2	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.96	0.60	0.01	0.12	0.96	0.01	0.20	0.04	0.00	0.83	0.33	0.33
Delay/Veh:	72.4	14.9	7.1	29.9	24.9	6.0	34.5	30.8	0.0	55.2	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	14.9	7.1	29.9	24.9	6.0	34.5	30.8	0.0	55.2	32.8	32.8
LOS by Move:	E	B	A	C	C	A	C	C	A	E	C	C
HCM2k95thQ:	11	18	0	1	44	0	2	0	0	11	4	4

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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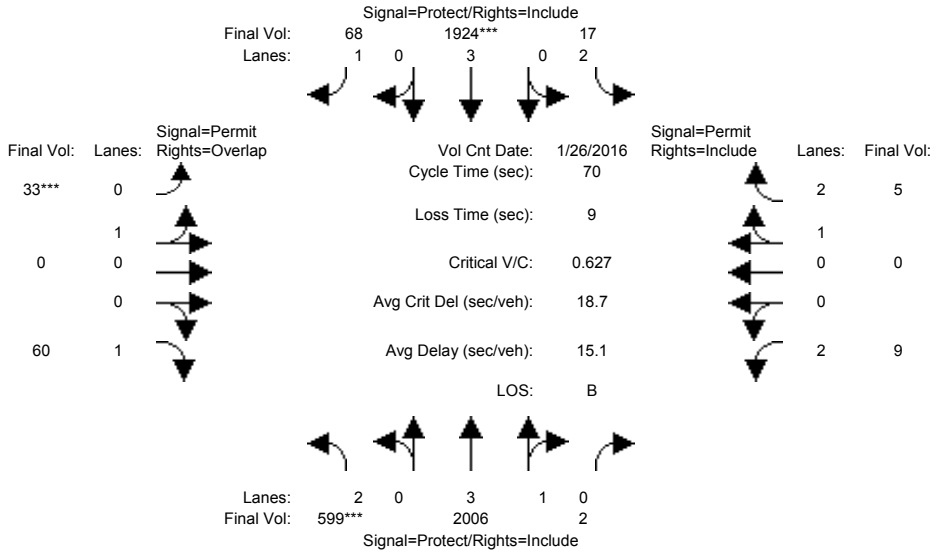
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	599	1947	2	17	1916	68	33	0	60	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	599	1947	2	17	1916	68	33	0	60	9	0	5
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	599	2006	2	17	1924	68	33	0	60	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	599	2006	2	17	1924	68	33	0	60	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	2006	2	17	1924	68	33	0	60	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	599	2006	2	17	1924	68	33	0	60	9	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7493	7	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.27	0.01	0.34	0.04	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	18.4	37.1	37.1	13.9	32.6	32.6	10.0	0.0	28.4	10.0	0.0	10.0
Volume/Cap:	0.72	0.50	0.50	0.03	0.72	0.08	0.13	0.00	0.08	0.02	0.00	0.01
Delay/Veh:	26.7	10.6	10.6	22.6	16.1	10.4	26.4	0.0	12.9	25.8	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	10.6	10.6	22.6	16.1	10.4	26.4	0.0	12.9	25.8	0.0	25.7
LOS by Move:	C	B	B	C	B	B	C	A	B	C	A	C
HCM2k95thQ:	14	13	13	0	21	2	1	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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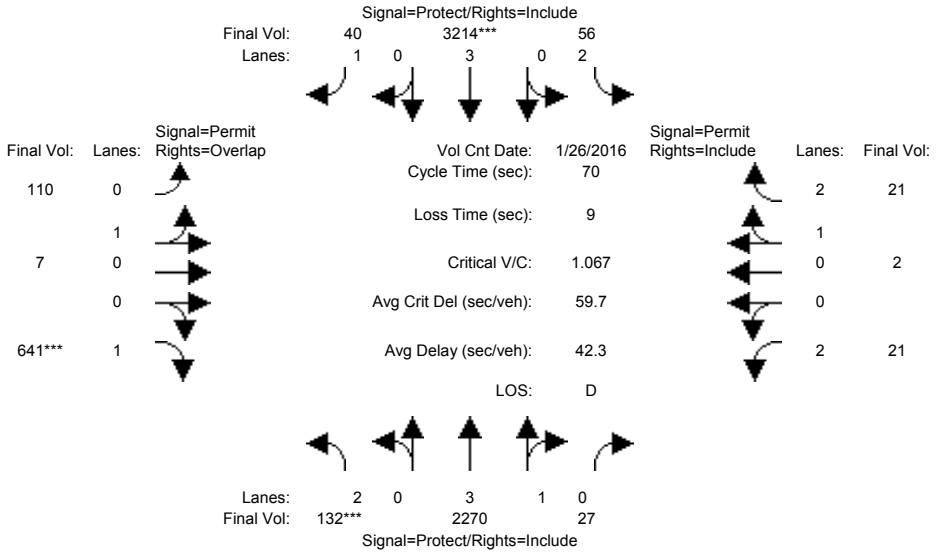
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	132	2259	27	56	3161	40	110	7	641	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	2259	27	56	3161	40	110	7	641	21	2	21
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	2270	27	56	3214	40	110	7	641	21	2	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	2270	27	56	3214	40	110	7	641	21	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	2270	27	56	3214	40	110	7	641	21	2	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	2270	27	56	3214	40	110	7	641	21	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.95	0.05	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.26	2.74
Final Sat.:	3150	7412	88	3150	5700	1750	1692	108	1750	3150	470	4930
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.02	0.56	0.02	0.07	0.07	0.37	0.01	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.0	32.9	32.9	10.8	36.7	36.7	17.3	17.3	24.3	17.3	17.3	17.3
Volume/Cap:	0.42	0.65	0.65	0.12	1.08	0.04	0.26	0.26	1.05	0.03	0.02	0.02
Delay/Veh:	30.5	14.6	14.6	25.6	58.0	8.1	21.5	21.5	74.4	20.0	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	14.6	14.6	25.6	58.0	8.1	21.5	21.5	74.4	20.0	19.9	19.9
LOS by Move:	C	B	B	C	E	A	C	C	E	B	B	B
HCM2k95thQ:	3	18	18	1	56	1	4	4	38	0	0	0

Note: Queue reported is the number of cars per lane.

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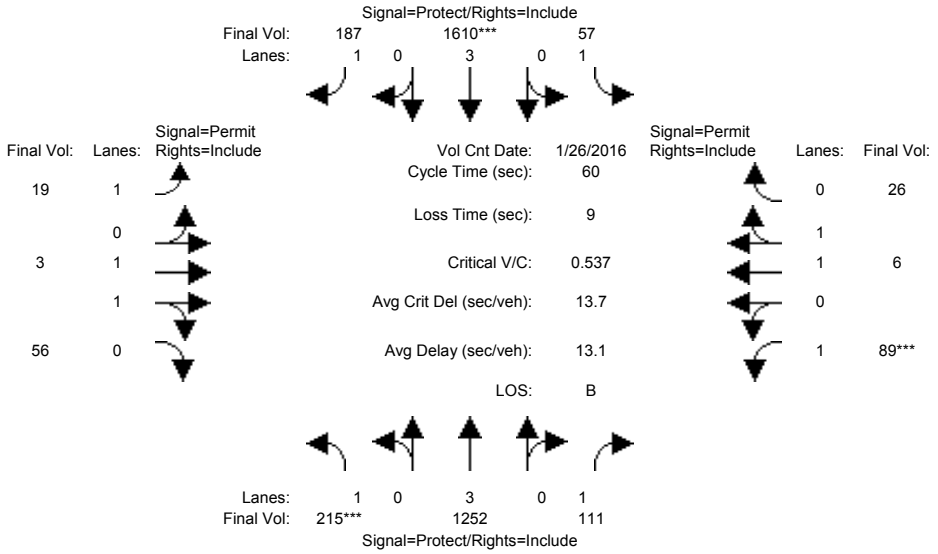
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	215	1168	111	57	1598	187	19	3	56	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1168	111	57	1598	187	19	3	56	89	6	26
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1252	111	57	1610	187	19	3	56	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1252	111	57	1610	187	19	3	56	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1252	111	57	1610	187	19	3	56	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1252	111	57	1610	187	19	3	56	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.06	0.03	0.28	0.11	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.4	26.8	26.8	14.2	28.6	28.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.49	0.14	0.14	0.59	0.22	0.07	0.01	0.19	0.31	0.02	0.09
Delay/Veh:	24.1	11.9	9.9	18.2	11.8	9.4	21.2	20.9	21.8	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	11.9	9.9	18.2	11.8	9.4	21.2	20.9	21.8	22.5	20.9	21.3
LOS by Move:	C	B	A	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	8	10	3	2	13	4	1	0	2	4	0	1

Note: Queue reported is the number of cars per lane.

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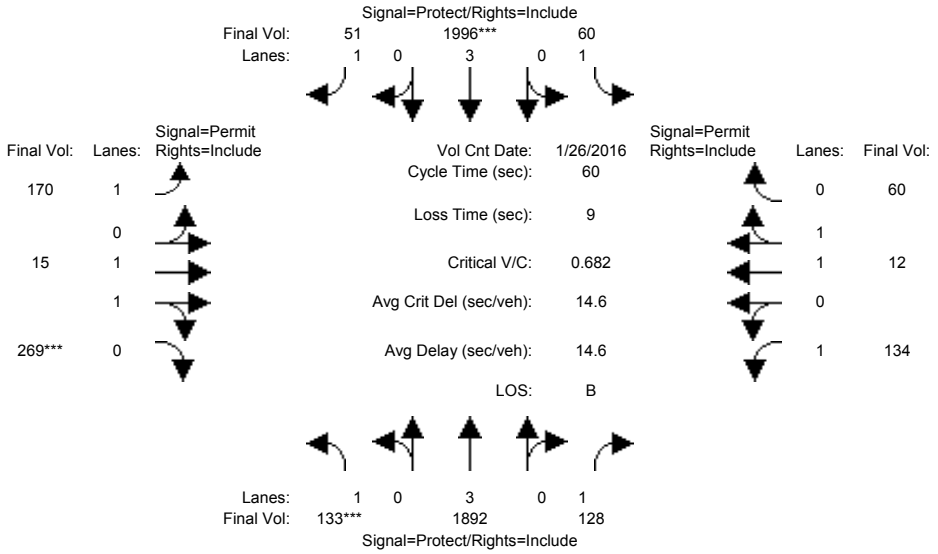
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	133	1876	128	60	1920	51	170	15	269	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1876	128	60	1920	51	170	15	269	134	12	60
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1892	128	60	1996	51	170	15	269	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1892	128	60	1996	51	170	15	269	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1892	128	60	1996	51	170	15	269	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1892	128	60	1996	51	170	15	269	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.07	0.03	0.35	0.03	0.10	0.01	0.15	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	27.8	27.8	9.8	30.6	30.6	13.4	13.4	13.4	13.4	13.4	13.4
Volume/Cap:	0.65	0.72	0.16	0.21	0.69	0.06	0.43	0.04	0.69	0.34	0.03	0.15
Delay/Veh:	32.6	13.9	9.4	22.1	11.8	7.5	20.8	18.2	26.2	20.1	18.2	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	13.9	9.4	22.1	11.8	7.5	20.8	18.2	26.2	20.1	18.2	18.9
LOS by Move:	C	B	A	C	B	A	C	B	C	C	B	B
HCM2k95thQ:	5	16	3	2	16	1	7	0	12	5	0	2

Note: Queue reported is the number of cars per lane.

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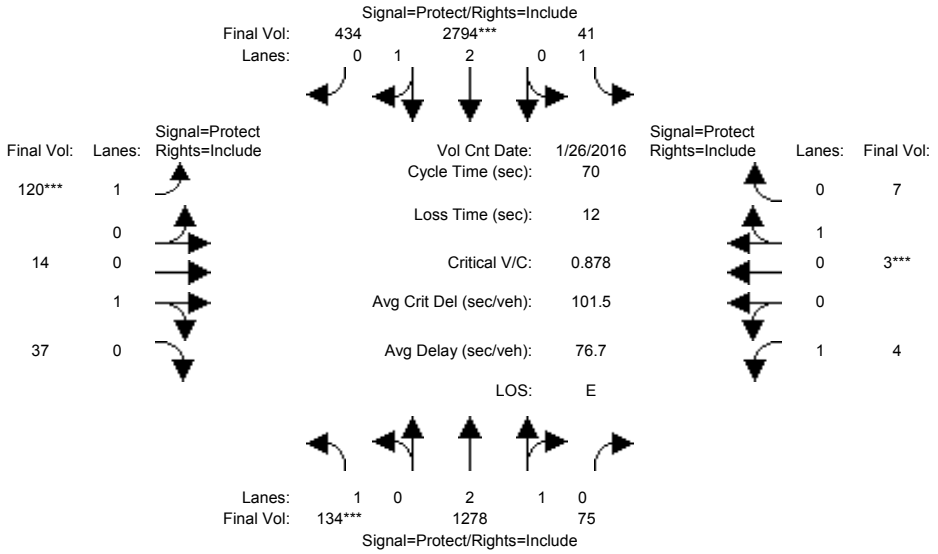
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	134	1194	75	41	2782	434	120	14	37	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1194	75	41	2782	434	120	14	37	4	3	7
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1278	75	41	2794	434	120	14	37	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1278	75	41	2794	434	120	14	37	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1278	75	41	2794	434	120	14	37	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1278	75	41	2794	434	120	14	37	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	2.58	0.42	1.00	0.27	0.73	1.00	0.30	0.70
Final Sat.:	1750	5289	310	1750	4846	753	1750	494	1306	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.02	0.58	0.58	0.07	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.0	29.0	12.0	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.77	0.58	0.58	0.14	1.19	1.19	0.69	0.20	0.20	0.02	0.04	0.04
Delay/Veh:	48.8	16.2	16.2	24.8	106	106.2	41.2	26.8	26.8	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	16.2	16.2	24.8	106	106.2	41.2	26.8	26.8	28.5	25.9	25.9
LOS by Move:	D	B	B	C	F	F	D	C	C	C	C	C
HCM2k95thQ:	7	14	14	2	68	68	8	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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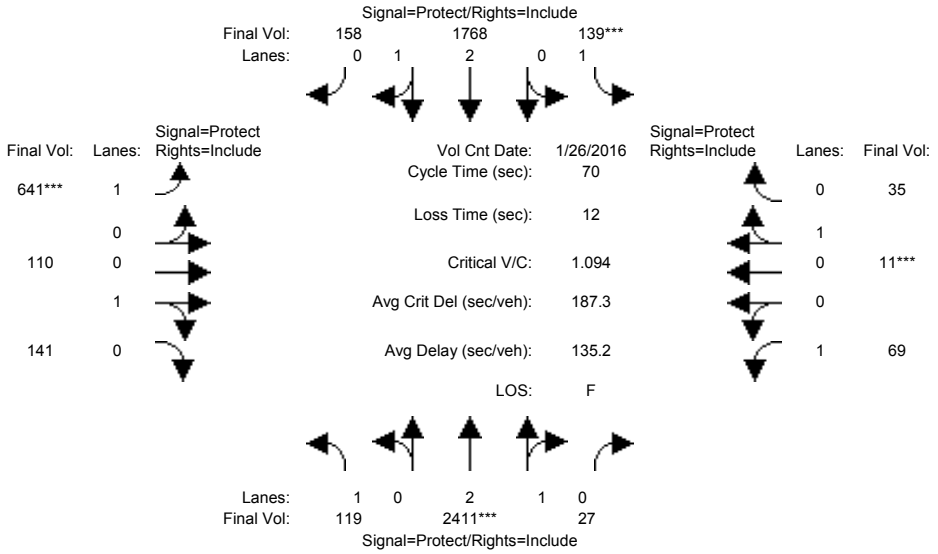
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	2395	27	139	1692	158	641	110	141	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	2395	27	139	1692	158	641	110	141	69	11	35
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	2411	27	139	1768	158	641	110	141	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	2411	27	139	1768	158	641	110	141	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2411	27	139	1768	158	641	110	141	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2411	27	139	1768	158	641	110	141	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.74	0.26	1.00	0.44	0.56	1.00	0.24	0.76
Final Sat.:	1750	5538	62	1750	5140	459	1750	789	1011	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.08	0.34	0.34	0.37	0.14	0.14	0.04	0.03	0.03
Crit Moves:		****			****			****				****
Green Time:	7.0	22.3	22.3	7.0	22.3	22.3	18.7	16.9	16.9	11.8	10.0	10.0
Volume/Cap:	0.68	1.37	1.37	0.79	1.08	1.08	1.37	0.58	0.58	0.23	0.18	0.18
Delay/Veh:	40.8	193	193.4	52.4	70.9	70.9	204.8	25.3	25.3	25.6	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	193	193.4	52.4	70.9	70.9	204.8	25.3	25.3	25.6	26.7	26.7
LOS by Move:	D	F	F	D	E	E	F	C	C	C	C	C
HCM2k95thQ:	5	70	70	7	37	37	63	11	11	3	2	2

Note: Queue reported is the number of cars per lane.

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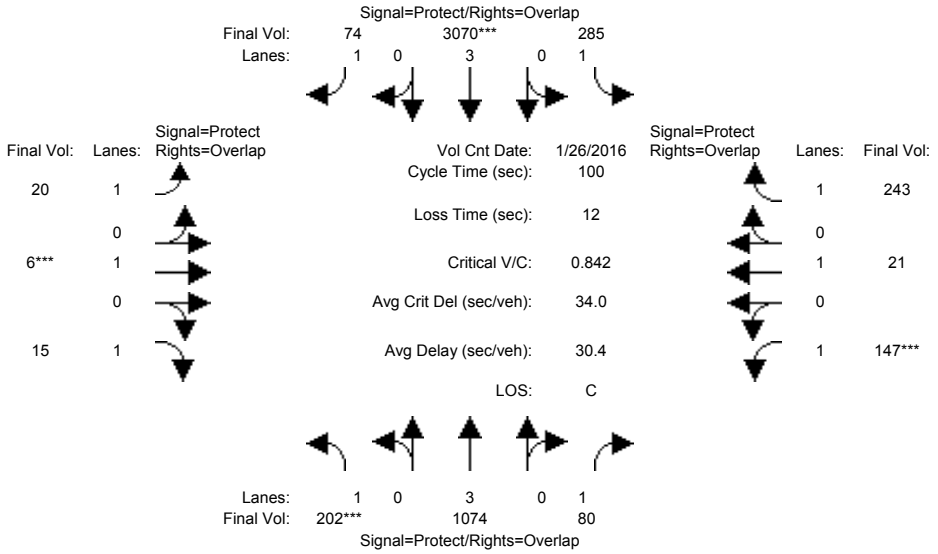
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	202	990	80	285	3058	74	20	6	15	147	21	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	990	80	285	3058	74	20	6	15	147	21	243
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1074	80	285	3070	74	20	6	15	147	21	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1074	80	285	3070	74	20	6	15	147	21	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1074	80	285	3070	74	20	6	15	147	21	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1074	80	285	3070	74	20	6	15	147	21	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.05	0.16	0.54	0.04	0.01	0.00	0.01	0.08	0.01	0.14
Crit Moves:	****				****			****		****		
Green Time:	12.2	37.1	46.0	32.0	56.9	64.7	7.8	10.0	22.2	8.9	11.1	43.2
Volume/Cap:	0.95	0.51	0.10	0.51	0.95	0.07	0.15	0.03	0.04	0.95	0.10	0.32
Delay/Veh:	90.0	24.6	15.4	28.4	27.0	6.5	43.5	40.7	30.6	101.4	40.2	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	24.6	15.4	28.4	27.0	6.5	43.5	40.7	30.6	101.4	40.2	19.0
LOS by Move:	F	C	B	C	C	A	D	D	C	F	D	B
HCM2k95thQ:	15	15	3	13	45	2	2	0	1	16	1	10

Note: Queue reported is the number of cars per lane.

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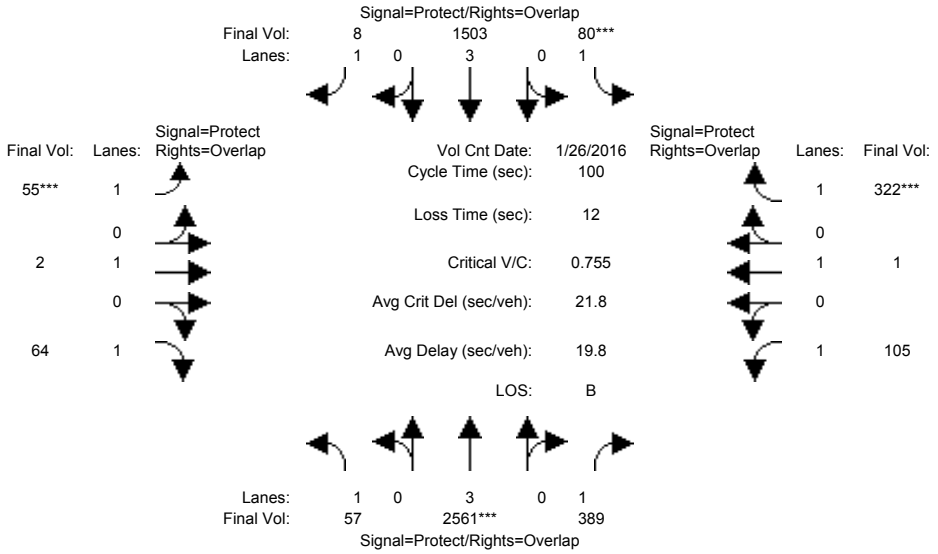
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	57	2545	389	80	1427	8	55	2	64	105	1	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2545	389	80	1427	8	55	2	64	105	1	322
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2561	389	80	1503	8	55	2	64	105	1	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2561	389	80	1503	8	55	2	64	105	1	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2561	389	80	1503	8	55	2	64	105	1	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2561	389	80	1503	8	55	2	64	105	1	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.22	0.05	0.26	0.00	0.03	0.00	0.04	0.06	0.00	0.18
Crit Moves:		****		****			****					****
Green Time:	13.9	59.0	68.1	7.0	52.2	59.2	7.0	12.9	26.8	9.0	15.0	22.0
Volume/Cap:	0.24	0.76	0.33	0.65	0.51	0.01	0.45	0.01	0.14	0.66	0.00	0.84
Delay/Veh:	38.9	16.3	6.7	57.3	15.7	8.4	47.3	38.0	28.0	54.1	36.2	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	16.3	6.7	57.3	15.7	8.4	47.3	38.0	28.0	54.1	36.2	52.1
LOS by Move:	D	B	A	E	B	A	D	D	C	D	D	D
HCM2k95thQ:	3	31	10	5	18	0	5	0	3	9	0	23

Note: Queue reported is the number of cars per lane.

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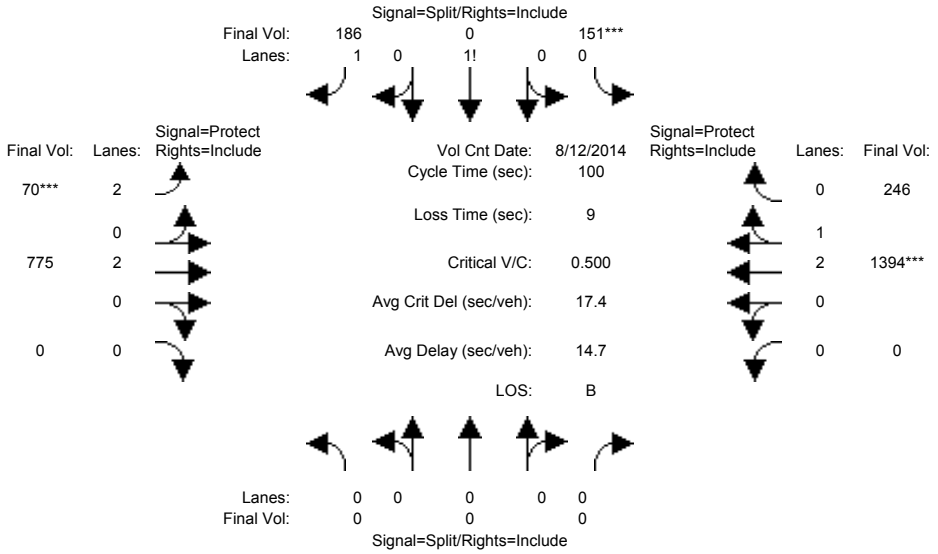
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	148	0	186	70	774	0	0	1384	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	148	0	186	70	774	0	0	1384	222
Added Vol:	0	0	0	3	0	0	0	1	0	0	10	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	186	70	775	0	0	1394	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	151	0	186	70	775	0	0	1394	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	0	186	70	775	0	0	1394	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	151	0	186	70	775	0	0	1394	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.62	0.00	1.38	2.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1083	0	2417	3150	3800	0	0	4759	840
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.08	0.02	0.20	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	27.1	0.0	27.1	7.0	63.9	0.0	0.0	56.9	56.9
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.28	0.32	0.32	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	31.6	0.0	28.9	45.1	8.3	0.0	0.0	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	0.0	28.9	45.1	8.3	0.0	0.0	13.3	13.3
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	14	0	7	3	10	0	0	18	18

Note: Queue reported is the number of cars per lane.

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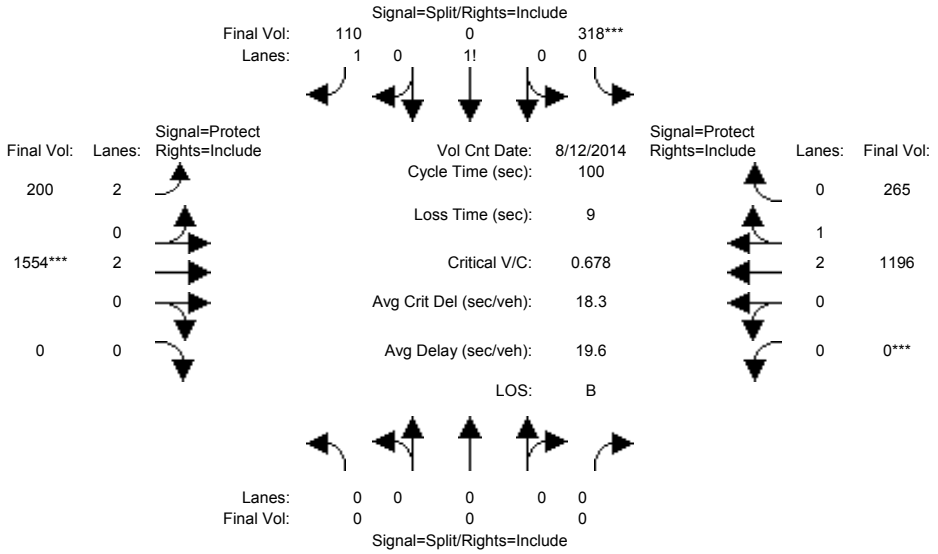
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	296	0	110	200	1545	0	0	1194	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	296	0	110	200	1545	0	0	1194	261
Added Vol:	0	0	0	22	0	0	0	9	0	0	2	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	318	0	110	200	1554	0	0	1196	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	318	0	110	200	1554	0	0	1196	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	318	0	110	200	1554	0	0	1196	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	318	0	110	200	1554	0	0	1196	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.85	0.00	1.15	2.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	0	0	0	1528	0	2014	3150	3800	0	0	4583	1015
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.05	0.06	0.41	0.00	0.00	0.26	0.26
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.7	0.0	30.7	12.8	60.3	0.0	0.0	47.6	47.6
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.18	0.50	0.68	0.00	0.00	0.55	0.55
Delay/Veh:	0.0	0.0	0.0	33.3	0.0	25.4	41.6	14.2	0.0	0.0	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.3	0.0	25.4	41.6	14.2	0.0	0.0	18.9	18.9
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	21	0	5	8	29	0	0	19	19

Note: Queue reported is the number of cars per lane.

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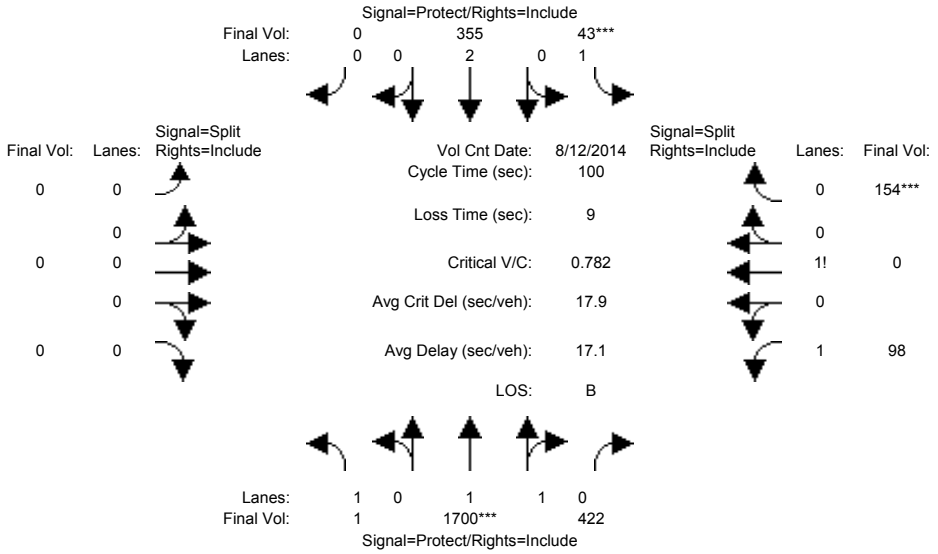
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	1	1670	422	40	351	0	0	0	0	98	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1670	422	40	351	0	0	0	0	98	0	130
Added Vol:	0	30	0	3	4	0	0	0	0	0	0	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1700	422	43	355	0	0	0	0	98	0	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1700	422	43	355	0	0	0	0	98	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1700	422	43	355	0	0	0	0	98	0	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1700	422	43	355	0	0	0	0	98	0	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	1.25	0.00	0.75
Final Sat.:	1750	2964	736	1750	3800	0	0	0	0	2182	0	1356
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.02	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.11
Crit Moves:		****		****								****
Green Time:	31.8	70.1	70.1	7.0	45.4	0.0	0.0	0.0	0.0	13.9	0.0	13.9
Volume/Cap:	0.00	0.82	0.82	0.35	0.21	0.00	0.00	0.00	0.00	0.32	0.00	0.82
Delay/Veh:	23.3	12.6	12.6	46.1	16.5	0.0	0.0	0.0	0.0	39.1	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	12.6	12.6	46.1	16.5	0.0	0.0	0.0	0.0	39.1	0.0	57.5
LOS by Move:	C	B	B	D	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	41	41	3	6	0	0	0	0	5	0	16

Note: Queue reported is the number of cars per lane.

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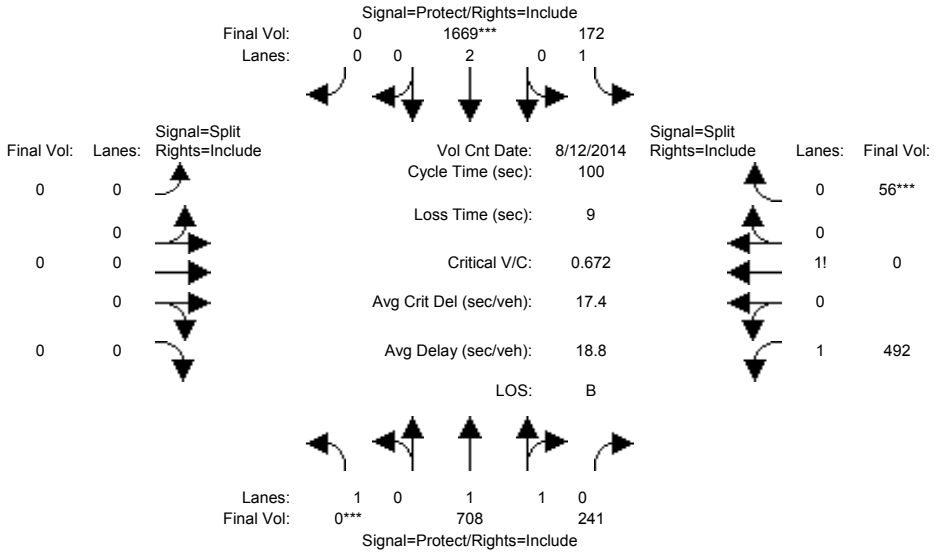
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	702	241	150	1642	0	0	0	0	492	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	702	241	150	1642	0	0	0	0	492	0	52
Added Vol:	0	6	0	22	27	0	0	0	0	0	0	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	708	241	172	1669	0	0	0	0	492	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	708	241	172	1669	0	0	0	0	492	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	708	241	172	1669	0	0	0	0	492	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	708	241	172	1669	0	0	0	0	492	0	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.48	0.52	1.00	2.00	0.00	0.00	0.00	0.00	1.81	0.00	0.19
Final Sat.:	1750	2760	939	1750	3800	0	0	0	0	3175	0	325
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.10	0.44	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Crit Moves:	****				****							****
Green Time:	0.0	47.2	47.2	18.1	65.3	0.0	0.0	0.0	0.0	25.7	0.0	25.7
Volume/Cap:	0.00	0.54	0.54	0.54	0.67	0.00	0.00	0.00	0.00	0.60	0.00	0.67
Delay/Veh:	0.0	19.1	19.1	39.1	11.5	0.0	0.0	0.0	0.0	33.8	0.0	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	19.1	39.1	11.5	0.0	0.0	0.0	0.0	33.8	0.0	35.6
LOS by Move:	A	B	B	D	B	A	A	A	A	C	A	D
HCM2k95thQ:	0	19	19	10	26	0	0	0	0	16	0	19

Note: Queue reported is the number of cars per lane.

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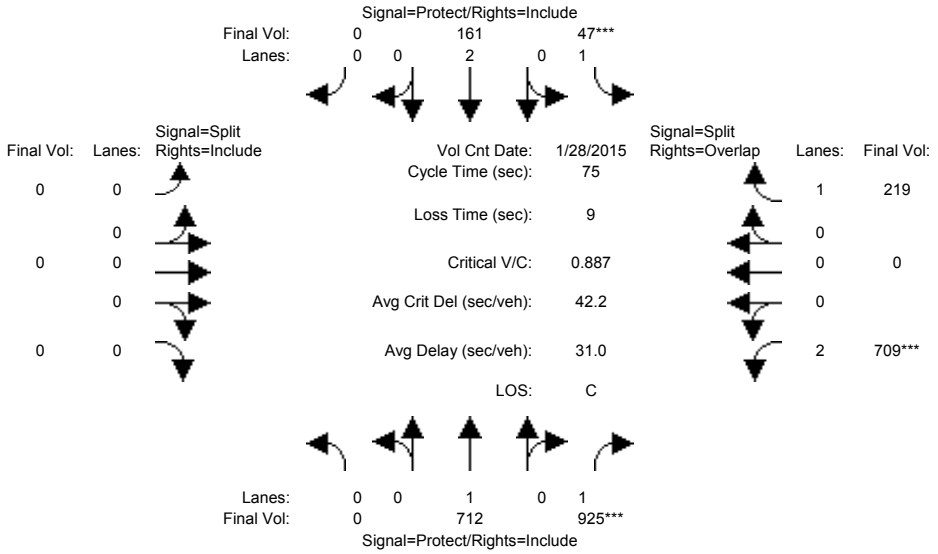
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	502	925	40	136	0	0	0	0	709	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	925	40	136	0	0	0	0	709	0	161
Added Vol:	0	233	0	9	32	0	0	0	0	0	0	64
ATI:	0	-23	0	-2	-7	0	0	0	0	0	0	-6
Initial Fut:	0	712	925	47	161	0	0	0	0	709	0	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	712	925	47	161	0	0	0	0	709	0	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	925	47	161	0	0	0	0	709	0	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	712	925	47	161	0	0	0	0	709	0	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.53	0.03	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.13
Crit Moves:			****	****						****		
Green Time:	0.0	41.4	41.4	7.0	48.4	0.0	0.0	0.0	0.0	17.6	0.0	24.6
Volume/Cap:	0.00	0.68	0.96	0.29	0.07	0.00	0.00	0.00	0.00	0.96	0.00	0.38
Delay/Veh:	0.0	13.9	35.5	32.7	4.9	0.0	0.0	0.0	0.0	51.6	0.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	35.5	32.7	4.9	0.0	0.0	0.0	0.0	51.6	0.0	19.8
LOS by Move:	A	B	D	C	A	A	A	A	A	D	A	B
HCM2k95thQ:	0	21	42	3	1	0	0	0	0	22	0	8

Note: Queue reported is the number of cars per lane.

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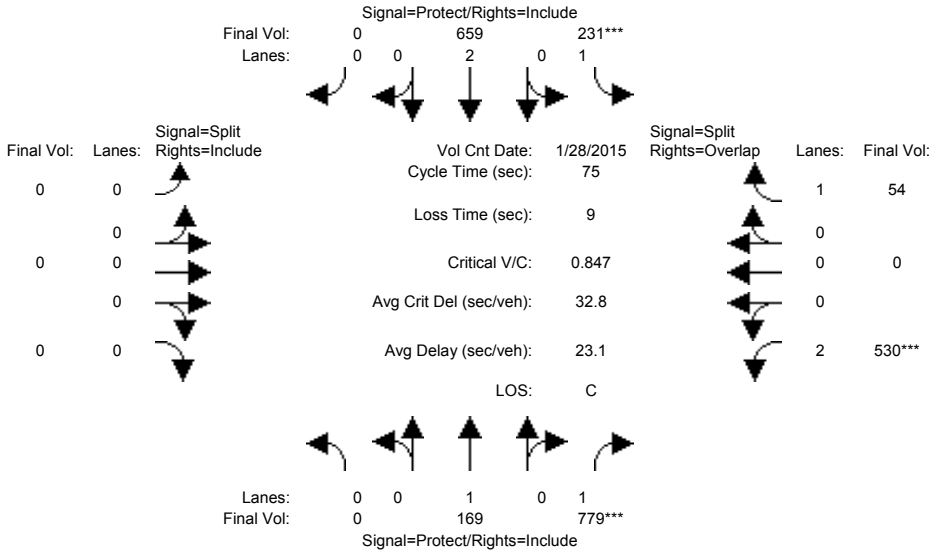
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	130	779	179	472	0	0	0	0	530	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	779	179	472	0	0	0	0	530	0	43
Added Vol:	0	43	0	58	209	0	0	0	0	0	0	12
ATI:	0	-4	0	-6	-22	0	0	0	0	0	0	-1
Initial Fut:	0	169	779	231	659	0	0	0	0	530	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	779	231	659	0	0	0	0	530	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	169	779	231	659	0	0	0	0	530	0	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	169	779	231	659	0	0	0	0	530	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.45	0.13	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	39.4	39.4	11.7	51.1	0.0	0.0	0.0	0.0	14.9	0.0	26.6
Volume/Cap:	0.00	0.17	0.85	0.85	0.25	0.00	0.00	0.00	0.00	0.85	0.00	0.09
Delay/Veh:	0.0	9.3	22.6	51.9	4.7	0.0	0.0	0.0	0.0	39.4	0.0	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	22.6	51.9	4.7	0.0	0.0	0.0	0.0	39.4	0.0	16.2
LOS by Move:	A	A	C	D	A	A	A	A	A	D	A	B
HCM2k95thQ:	0	4	31	16	6	0	0	0	0	15	0	2

Note: Queue reported is the number of cars per lane.

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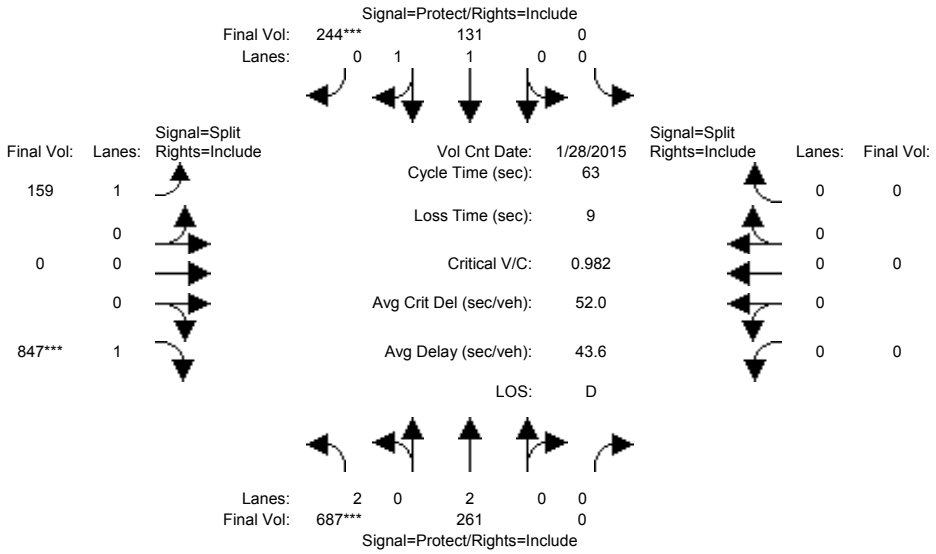
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project w/Mitigation (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	638	261	0	0	131	235	158	0	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	638	261	0	0	131	235	158	0	841	0	0	0
Added Vol:	54	0	0	0	0	10	1	0	7	0	0	0
ATI:	-5	0	0	0	0	-1	0	0	-1	0	0	0
Initial Fut:	687	261	0	0	131	244	159	0	847	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	687	261	0	0	131	244	159	0	847	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	261	0	0	131	244	159	0	847	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	687	261	0	0	131	244	159	0	847	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.00	0.00	0.07	0.14	0.09	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	13.7	23.7	0.0	0.0	10.0	10.0	30.3	0.0	30.3	0.0	0.0	0.0
Volume/Cap:	1.01	0.18	0.00	0.00	0.43	0.88	0.19	0.00	1.01	0.00	0.00	0.00
Delay/Veh:	60.4	13.2	0.0	0.0	24.3	44.3	9.4	0.0	48.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	13.2	0.0	0.0	24.3	44.3	9.4	0.0	48.6	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	D	A	A	D	A	A	A
HCM2k95thQ:	19	3	0	0	6	16	4	0	40	0	0	0

Note: Queue reported is the number of cars per lane.

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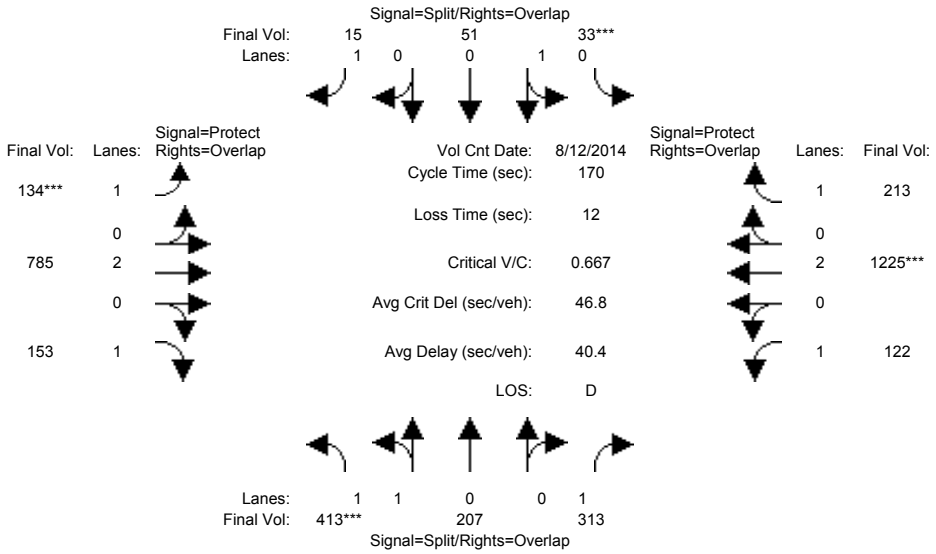
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	401	207	307	33	51	15	129	671	145	124	1208	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	207	307	33	51	15	129	671	145	124	1208	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	0	6	0	0	0	5	114	8	-2	17	0
Initial Fut:	413	207	313	33	51	15	134	785	153	122	1225	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	207	313	33	51	15	134	785	153	122	1225	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	207	313	33	51	15	134	785	153	122	1225	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	207	313	33	51	15	134	785	153	122	1225	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.34	0.66	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2365	1185	1750	707	1093	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.18	0.05	0.05	0.01	0.08	0.21	0.09	0.07	0.32	0.12
Crit Moves:	****			****			****				****	
Green Time:	44.5	44.5	70.1	11.9	11.9	31.4	19.5	76.0	120.5	25.6	82.1	94.0
Volume/Cap:	0.67	0.67	0.43	0.67	0.67	0.05	0.67	0.46	0.12	0.46	0.67	0.22
Delay/Veh:	58.0	58.0	36.1	90.0	90.0	57.1	80.5	33.0	8.0	67.2	34.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	58.0	36.1	90.0	90.0	57.1	80.5	33.0	8.0	67.2	34.5	19.5
LOS by Move:	E	E	D	F	F	E	F	C	A	E	C	B
HCM2k95thQ:	28	28	22	11	11	1	14	24	5	12	40	11

Note: Queue reported is the number of cars per lane.

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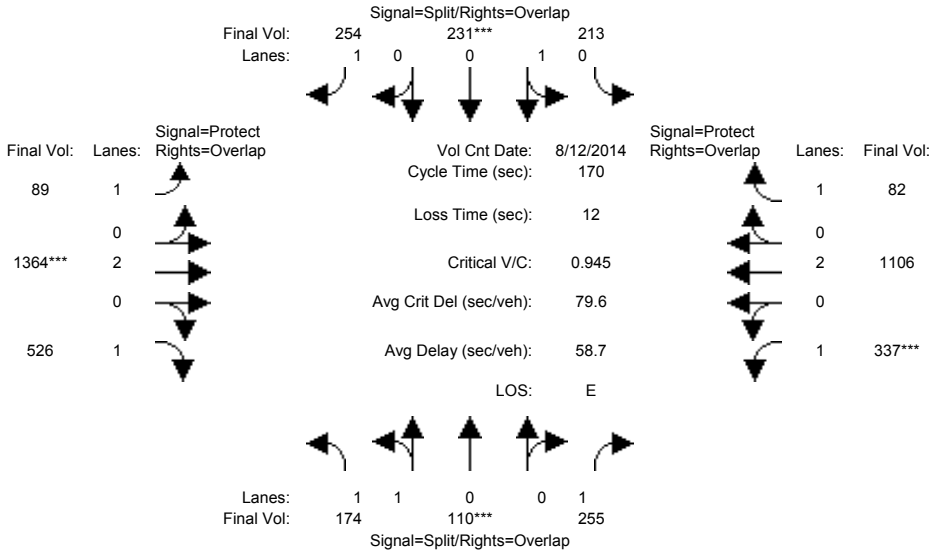
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	166	110	257	213	231	249	89	1326	515	308	1022	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	110	257	213	231	249	89	1326	515	308	1022	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	-2	0	0	5	0	38	11	29	84	0
Initial Fut:	174	110	255	213	231	254	89	1364	526	337	1106	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	110	255	213	231	254	89	1364	526	337	1106	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	110	255	213	231	254	89	1364	526	337	1106	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	110	255	213	231	254	89	1364	526	337	1106	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.24	0.76	1.00	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2175	1375	1750	864	936	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.25	0.25	0.15	0.05	0.36	0.30	0.19	0.29	0.05
Crit Moves:		****			****			****			****	
Green Time:	14.4	14.4	49.0	44.4	44.4	59.1	14.8	64.6	79.0	34.6	84.5	128.8
Volume/Cap:	0.94	0.94	0.51	0.94	0.94	0.42	0.59	0.94	0.65	0.94	0.59	0.06
Delay/Veh:	114.8	115	51.2	89.7	89.7	42.8	80.5	63.8	36.7	100.3	30.8	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.8	115	51.2	89.7	89.7	42.8	80.5	63.8	36.7	100.3	30.8	5.2
LOS by Move:	F	F	D	F	F	D	F	E	D	F	C	A
HCM2k95thQ:	20	20	22	45	45	19	9	57	37	35	34	2

Note: Queue reported is the number of cars per lane.

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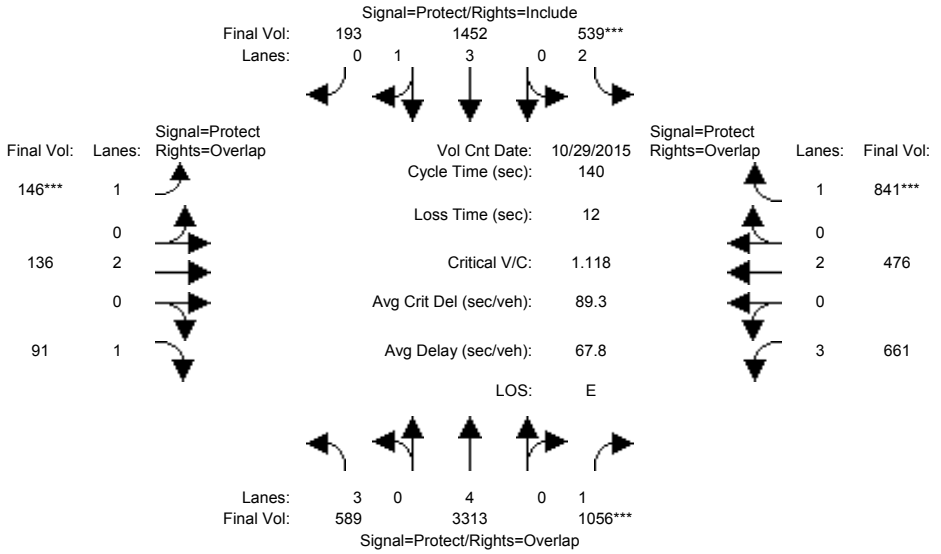
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	560	3090	1033	527	1346	193	136	126	88	620	455	803
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	3090	1033	527	1346	193	136	126	88	620	455	803
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	29	223	23	12	106	0	10	10	3	41	21	38
Initial Fut:	589	3313	1056	539	1452	193	146	136	91	661	476	841
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	3313	1056	539	1452	193	146	136	91	661	476	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	3313	1056	539	1452	193	146	136	91	661	476	841
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	3313	1056	539	1452	193	146	136	91	661	476	841
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.51	0.49	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6619	880	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.60	0.17	0.22	0.22	0.08	0.04	0.05	0.15	0.13	0.48
Crit Moves:			****	****			****					****
Green Time:	29.2	57.4	90.4	21.4	49.6	49.6	10.4	16.2	45.5	33.0	38.8	60.2
Volume/Cap:	0.62	1.06	0.93	1.12	0.62	0.62	1.12	0.31	0.16	0.62	0.45	1.12
Delay/Veh:	51.6	77.6	36.1	136.7	37.9	37.9	178.7	57.2	33.8	48.9	42.2	110.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	77.6	36.1	136.7	37.9	37.9	178.7	57.2	33.8	48.9	42.2	110.2
LOS by Move:	D	E	D	F	D	D	F	E	C	D	D	F
HCM2k95thQ:	18	69	74	31	24	24	21	6	6	19	15	81

Note: Queue reported is the number of cars per lane.

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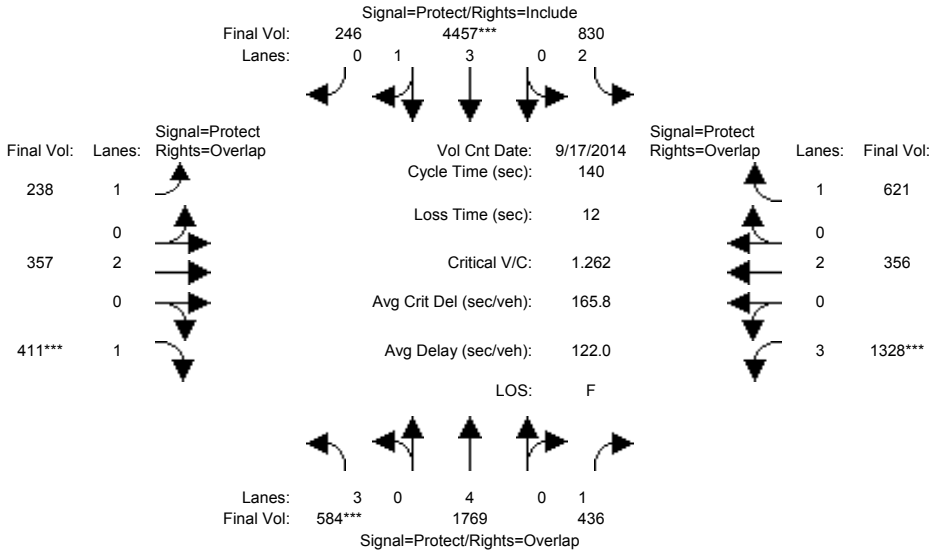
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	584	1647	432	794	4210	238	237	355	404	1244	328	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1647	432	794	4210	238	237	355	404	1244	328	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	122	4	36	247	8	1	2	7	84	28	44
Initial Fut:	584	1769	436	830	4457	246	238	357	411	1328	356	621
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1769	436	830	4457	246	238	357	411	1328	356	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1769	436	830	4457	246	238	357	411	1328	356	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1769	436	830	4457	246	238	357	411	1328	356	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.78	0.22	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7107	392	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.25	0.26	0.63	0.63	0.14	0.09	0.23	0.29	0.09	0.35
Crit Moves:	****				****				****	****		
Green Time:	14.2	39.3	71.7	44.5	69.6	69.6	26.2	11.8	26.1	32.4	18.0	62.5
Volume/Cap:	1.26	0.83	0.49	0.83	1.26	1.26	0.73	1.11	1.26	1.26	0.73	0.79
Delay/Veh:	197.2	50.1	22.6	50.1	155	155.4	61.6	148	197.2	179.4	64.1	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	197.2	50.1	22.6	50.1	155	155.4	61.6	148	197.2	179.4	64.1	38.9
LOS by Move:	F	D	C	D	F	F	E	F	F	F	E	D
HCM2k95thQ:	30	32	23	31	117	117	21	23	52	60	14	42

Note: Queue reported is the number of cars per lane.

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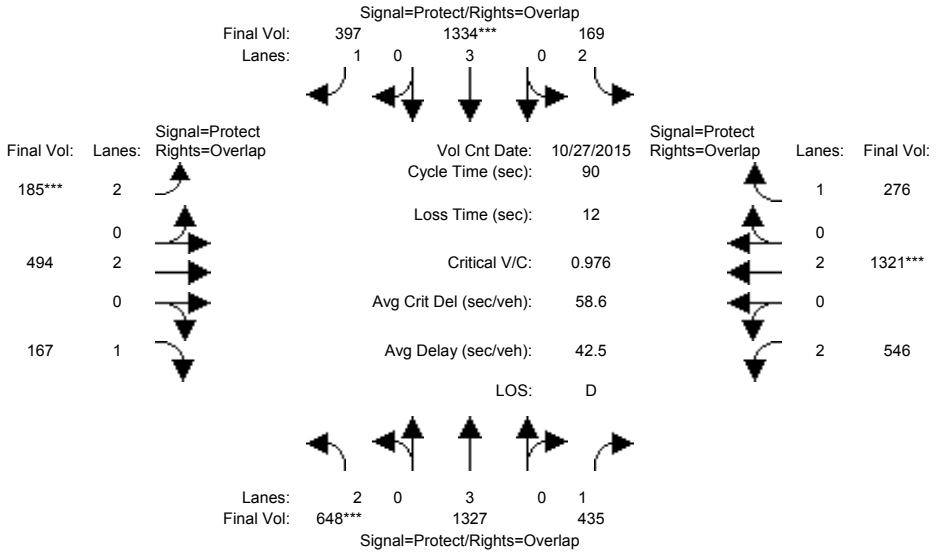
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	557	1222	410	144	1195	386	176	419	138	546	1309	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	1222	410	144	1195	386	176	419	138	546	1309	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	91	105	25	25	139	11	9	75	29	0	12	9
Initial Fut:	648	1327	435	169	1334	397	185	494	167	546	1321	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	648	1327	435	169	1334	397	185	494	167	546	1321	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	1327	435	169	1334	397	185	494	167	546	1321	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	648	1327	435	169	1334	397	185	494	167	546	1321	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.25	0.05	0.23	0.23	0.06	0.13	0.10	0.17	0.35	0.16
Crit Moves:	****				****		****				****	
Green Time:	18.5	29.7	51.6	9.9	21.1	28.1	7.0	16.4	35.0	21.9	31.3	41.3
Volume/Cap:	1.00	0.70	0.43	0.49	1.00	0.73	0.76	0.71	0.25	0.71	1.00	0.34
Delay/Veh:	70.5	27.5	11.2	38.7	58.6	32.4	53.2	38.0	18.8	34.3	53.5	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	27.5	11.2	38.7	58.6	32.4	53.2	38.0	18.8	34.3	53.5	15.9
LOS by Move:	E	C	B	D	E	C	D	D	B	C	D	B
HCM2k95thQ:	25	20	14	5	27	19	7	13	6	16	38	10

Note: Queue reported is the number of cars per lane.

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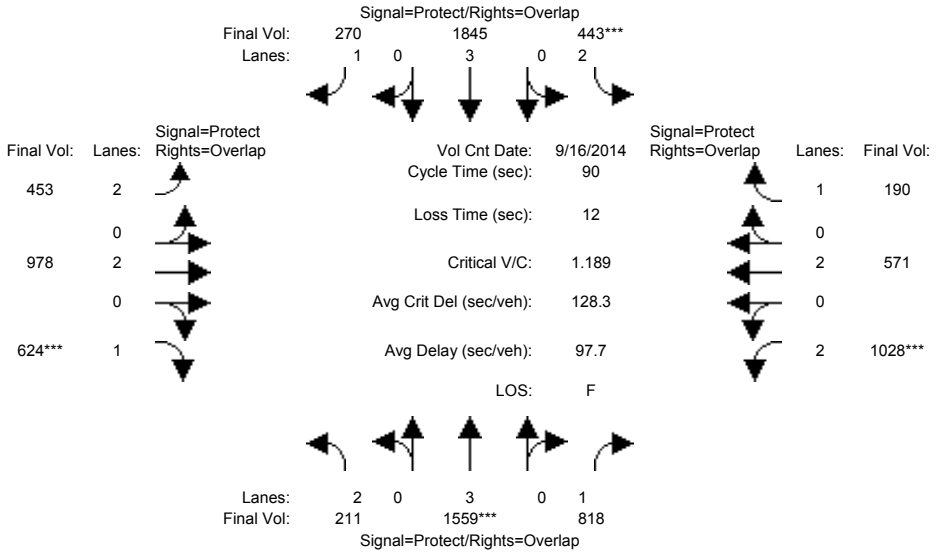
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	190	1504	808	395	1737	266	445	952	548	981	525	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1504	808	395	1737	266	445	952	548	981	525	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	21	55	10	48	108	4	8	26	76	47	46	29
Initial Fut:	211	1559	818	443	1845	270	453	978	624	1028	571	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1559	818	443	1845	270	453	978	624	1028	571	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1559	818	443	1845	270	453	978	624	1028	571	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1559	818	443	1845	270	453	978	624	1028	571	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.47	0.14	0.32	0.15	0.14	0.26	0.36	0.33	0.15	0.11
Crit Moves:		****		****					****	****		
Green Time:	7.0	20.7	45.4	10.6	24.4	46.8	22.4	21.1	28.1	24.7	23.4	34.1
Volume/Cap:	0.86	1.19	0.93	1.19	1.20	0.30	0.58	1.10	1.14	1.19	0.58	0.29
Delay/Veh:	66.3	127	36.1	148.3	128	12.5	30.7	94.7	114.8	129.0	29.8	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	127	36.1	148.3	128	12.5	30.7	94.7	114.8	129.0	29.8	19.7
LOS by Move:	E	F	D	F	F	B	C	F	F	F	C	B
HCM2k95thQ:	8	42	43	23	48	9	13	35	49	48	13	8

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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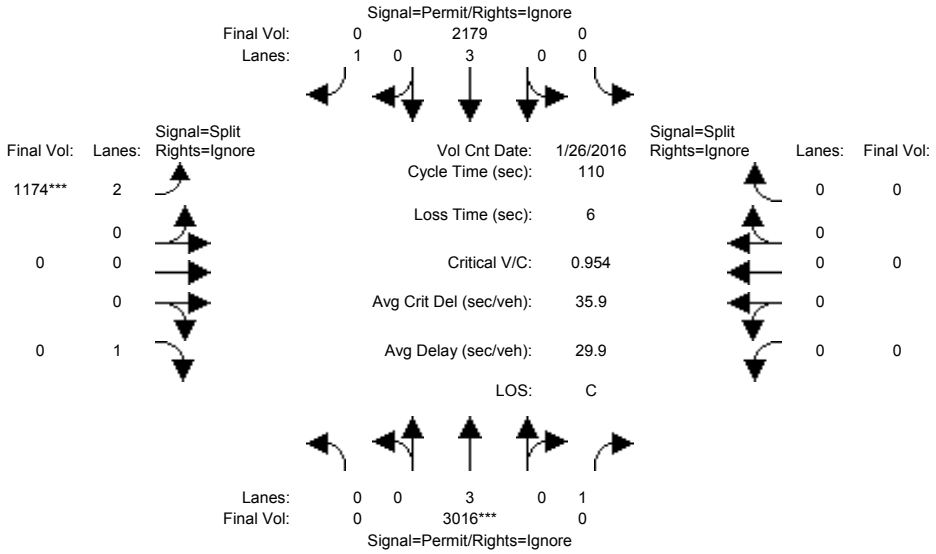
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2711	417	0	2046	513	1167	0	791	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2711	417	0	2046	513	1167	0	791	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	305	70	0	133	24	7	0	-29	0	0	0
Initial Fut:	0	3016	487	0	2179	537	1174	0	762	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3016	0	0	2179	0	1174	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3016	0	0	2179	0	1174	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3016	0	0	2179	0	1174	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.38	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.0	0.0	0.0	61.0	0.0	43.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.95	0.00	0.00	0.69	0.00	0.95	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.1	0.0	0.0	18.3	0.0	48.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.1	0.0	0.0	18.3	0.0	48.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	D	A	A	A	A	A
HCM2k95thQ:	0	57	0	0	30	0	46	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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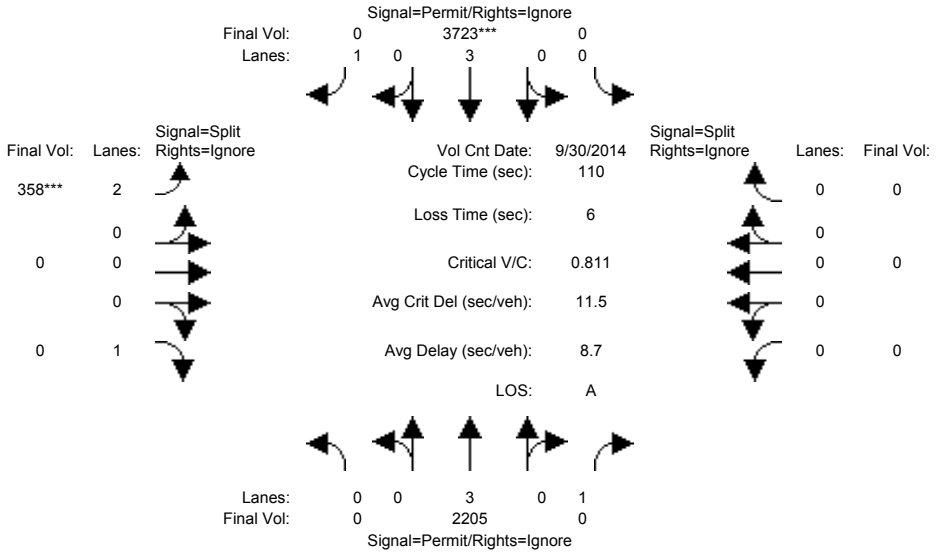
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	2119	1037	0	3450	1620	344	0	484	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2119	1037	0	3450	1620	344	0	484	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	86	19	0	273	103	14	0	95	0	0	0
Initial Fut:	0	2205	1056	0	3723	1723	358	0	579	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2205	0	0	3723	0	358	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2205	0	0	3723	0	358	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2205	0	0	3723	0	358	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.65	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	88.6	0.0	0.0	88.6	0.0	15.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.81	0.00	0.81	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	0.0	0.0	7.2	0.0	56.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	7.2	0.0	56.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	A	A	A	A
HCM2k95thQ:	0	15	0	0	36	0	17	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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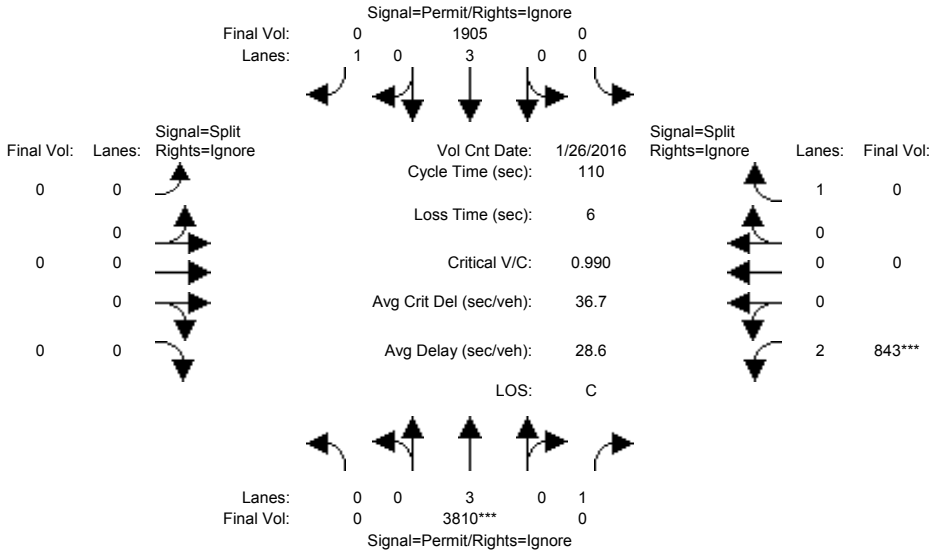
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	3583	175	0	1772	385	0	0	0	832	0	1872
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3583	175	0	1772	385	0	0	0	832	0	1872
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	227	16	0	133	15	0	0	0	11	0	42
Initial Fut:	0	3810	191	0	1905	400	0	0	0	843	0	1914
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3810	0	0	1905	0	0	0	0	843	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3810	0	0	1905	0	0	0	0	843	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3810	0	0	1905	0	0	0	0	843	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	74.3	0.0	0.0	74.3	0.0	0.0	0.0	0.0	29.7	0.0	0.0
Volume/Cap:	0.00	0.99	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.99	0.00	0.00
Delay/Veh:	0.0	29.8	0.0	0.0	8.8	0.0	0.0	0.0	0.0	68.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.8	0.0	0.0	8.8	0.0	0.0	0.0	0.0	68.3	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	66	0	0	19	0	0	0	0	39	0	0

Note: Queue reported is the number of cars per lane.

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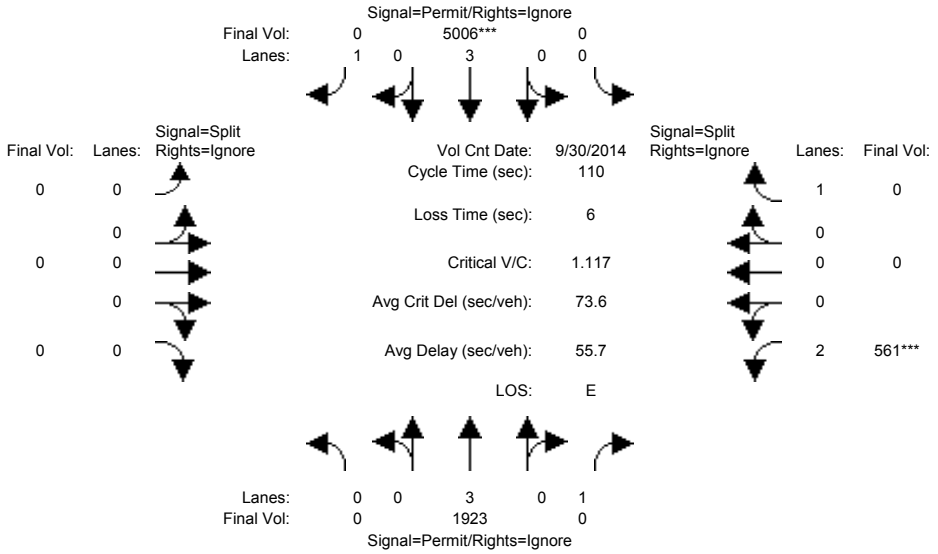
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1827	612	0	4709	643	0	0	0	515	0	1079
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1827	612	0	4709	643	0	0	0	515	0	1079
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	96	20	0	297	45	0	0	0	46	0	29
Initial Fut:	0	1923	632	0	5006	688	0	0	0	561	0	1108
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1923	0	0	5006	0	0	0	0	561	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1923	0	0	5006	0	0	0	0	561	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1923	0	0	5006	0	0	0	0	561	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.5	0.0	0.0	86.5	0.0	0.0	0.0	0.0	17.5	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.00	1.12	0.00	0.00	0.00	0.00	1.12	0.00	0.00
Delay/Veh:	0.0	3.9	0.0	0.0	68.1	0.0	0.0	0.0	0.0	122.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.9	0.0	0.0	68.1	0.0	0.0	0.0	0.0	122.6	0.0	0.0
LOS by Move:	A	A	A	A	E	A	A	A	A	F	A	A
HCM2k95thQ:	0	13	0	0	121	0	0	0	0	33	0	0

Note: Queue reported is the number of cars per lane.

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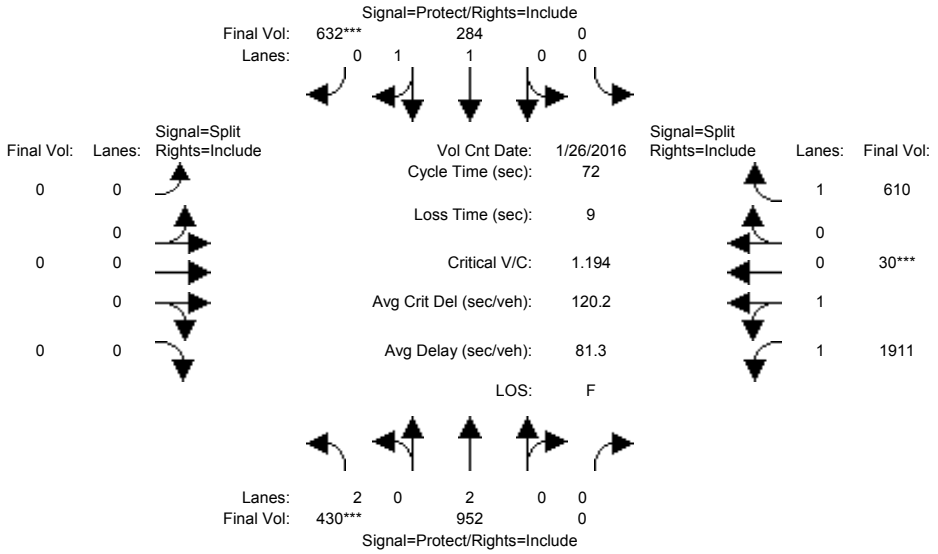
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	408	925	0	0	268	622	0	0	0	1826	30	597
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	408	925	0	0	268	622	0	0	0	1826	30	597
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	22	27	0	0	16	10	0	0	0	85	0	13
Initial Fut:	430	952	0	0	284	632	0	0	0	1911	30	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	952	0	0	284	632	0	0	0	1911	30	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	952	0	0	284	632	0	0	0	1911	30	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	952	0	0	284	632	0	0	0	1911	30	610
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3495	55	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.00	0.00	0.15	0.36	0.00	0.00	0.00	0.55	0.55	0.35
Crit Moves:	****					****					****	
Green Time:	8.2	30.0	0.0	0.0	21.8	21.8	0.0	0.0	0.0	33.0	33.0	33.0
Volume/Cap:	1.19	0.60	0.00	0.00	0.49	1.19	0.00	0.00	0.00	1.19	1.19	0.76
Delay/Veh:	143.1	17.0	0.0	0.0	20.8	124.9	0.0	0.0	0.0	113.0	113	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.1	17.0	0.0	0.0	20.8	124.9	0.0	0.0	0.0	113.0	113	20.5
LOS by Move:	F	B	A	A	C	F	A	A	A	F	F	C
HCM2k95thQ:	21	15	0	0	10	48	0	0	0	72	72	25

Note: Queue reported is the number of cars per lane.

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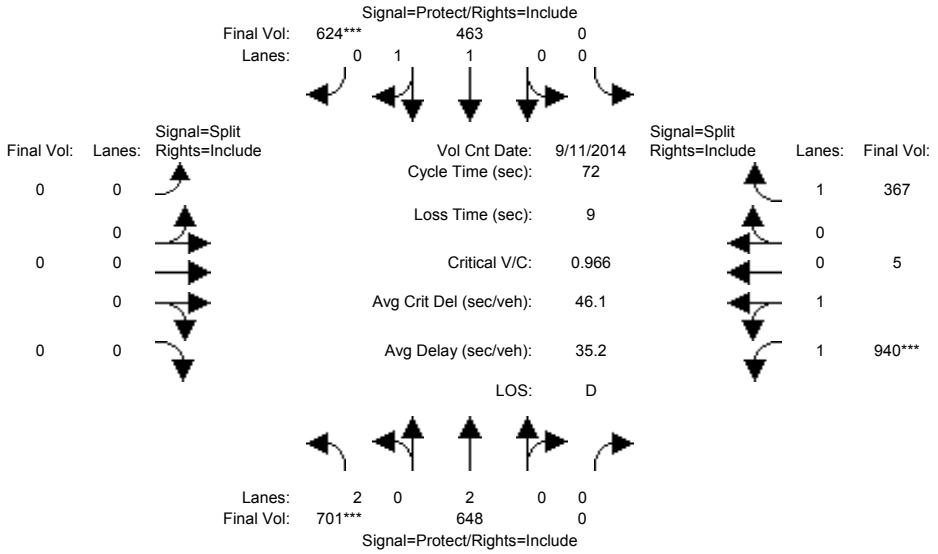
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	684	603	0	0	420	600	0	0	0	873	4	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	603	0	0	420	600	0	0	0	873	4	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	17	45	0	0	43	24	0	0	0	67	1	26
Initial Fut:	701	648	0	0	463	624	0	0	0	940	5	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	648	0	0	463	624	0	0	0	940	5	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	648	0	0	463	624	0	0	0	940	5	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	648	0	0	463	624	0	0	0	940	5	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3531	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.00	0.00	0.24	0.36	0.00	0.00	0.00	0.27	0.27	0.21
Crit Moves:	****					****				****		
Green Time:	16.6	43.2	0.0	0.0	26.6	26.6	0.0	0.0	0.0	19.8	19.8	19.8
Volume/Cap:	0.97	0.28	0.00	0.00	0.66	0.97	0.00	0.00	0.00	0.97	0.97	0.76
Delay/Veh:	52.6	7.0	0.0	0.0	20.0	41.4	0.0	0.0	0.0	46.7	46.7	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	7.0	0.0	0.0	20.0	41.4	0.0	0.0	0.0	46.7	46.7	30.9
LOS by Move:	D	A	A	A	B	D	A	A	A	D	D	C
HCM2k95thQ:	21	7	0	0	16	32	0	0	0	29	29	18

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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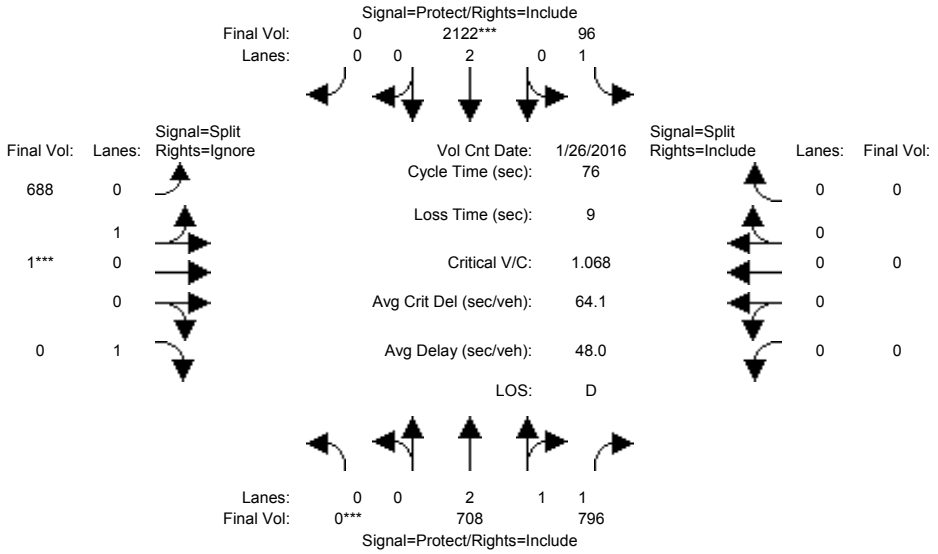
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	672	758	88	2028	0	674	1	1495	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	672	758	88	2028	0	674	1	1495	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	36	38	8	94	0	14	0	34	0	0	0
Initial Fut:	0	708	796	96	2122	0	688	1	1529	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	708	796	96	2122	0	688	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	708	796	96	2122	0	688	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	708	796	96	2122	0	688	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1797	3	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.23	0.05	0.56	0.00	0.38	0.38	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	28.3	28.3	11.5	39.8	0.0	27.2	27.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.61	0.36	1.07	0.00	1.07	1.07	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	19.8	29.9	59.2	0.0	79.2	79.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	19.8	29.9	59.2	0.0	79.2	79.2	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	E	A	E	E	A	A	A	A
HCM2k95thQ:	0	12	15	4	57	0	46	46	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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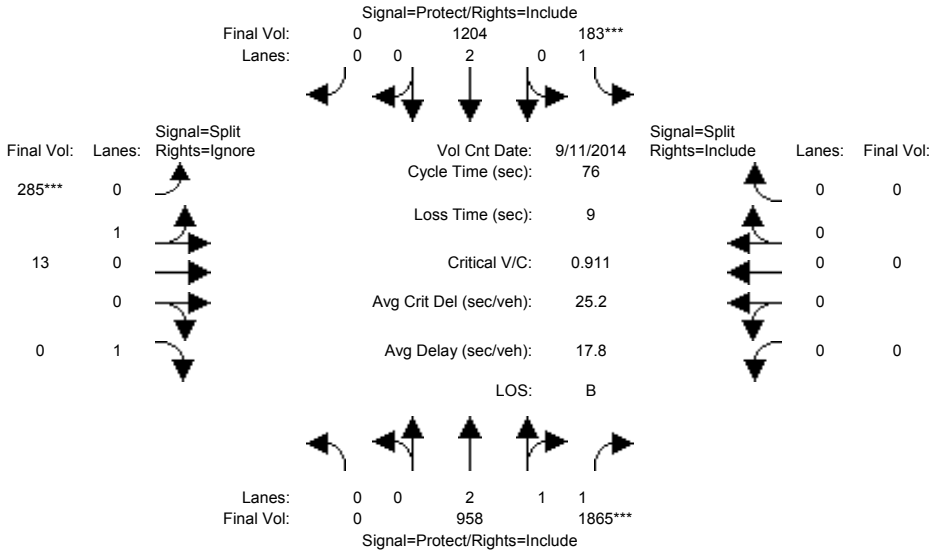
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	919	1785	161	1111	0	261	13	585	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	919	1785	161	1111	0	261	13	585	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	39	80	22	93	0	24	0	27	0	0	0
Initial Fut:	0	958	1865	183	1204	0	285	13	612	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	958	1865	183	1204	0	285	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	958	1865	183	1204	0	285	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	958	1865	183	1204	0	285	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1721	79	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.53	0.10	0.32	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	44.5	44.5	8.7	53.2	0.0	13.8	13.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.91	0.91	0.45	0.00	0.91	0.91	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.8	18.6	72.8	5.1	0.0	58.8	58.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	18.6	72.8	5.1	0.0	58.8	58.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	E	A	A	E	E	A	A	A	A
HCM2k95thQ:	0	11	37	10	12	0	20	20	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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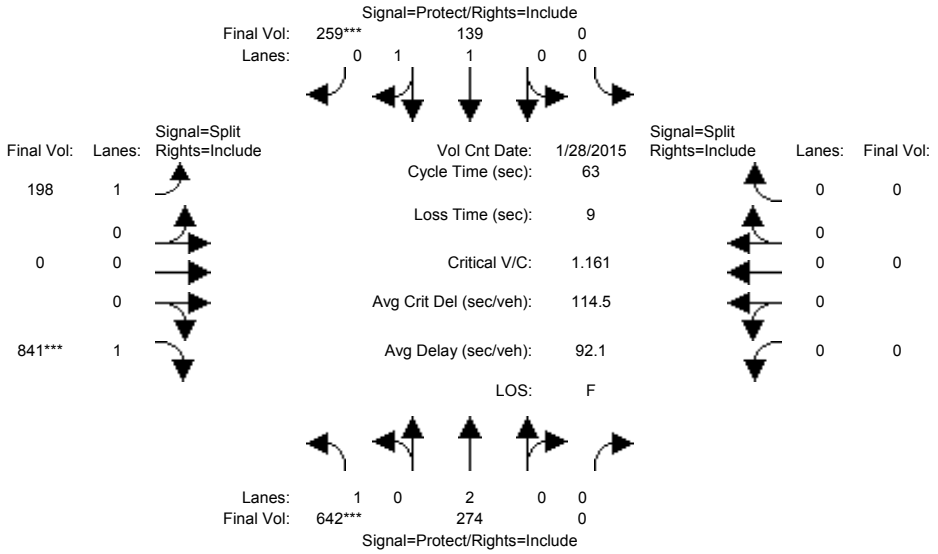
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	638	261	0	0	131	235	158	0	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	638	261	0	0	131	235	158	0	841	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	13	0	0	8	24	40	0	0	0	0	0
Initial Fut:	642	274	0	0	139	259	198	0	841	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	642	274	0	0	139	259	198	0	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	642	274	0	0	139	259	198	0	841	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	642	274	0	0	139	259	198	0	841	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.07	0.00	0.00	0.07	0.15	0.11	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	19.0	29.0	0.0	0.0	10.0	10.0	25.0	0.0	25.0	0.0	0.0	0.0
Volume/Cap:	1.21	0.16	0.00	0.00	0.46	0.93	0.29	0.00	1.21	0.00	0.00	0.00
Delay/Veh:	134.5	9.9	0.0	0.0	24.4	53.5	13.2	0.0	128.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.5	9.9	0.0	0.0	24.4	53.5	13.2	0.0	128.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	D	B	A	F	A	A	A
HCM2k95thQ:	46	3	0	0	6	18	6	0	60	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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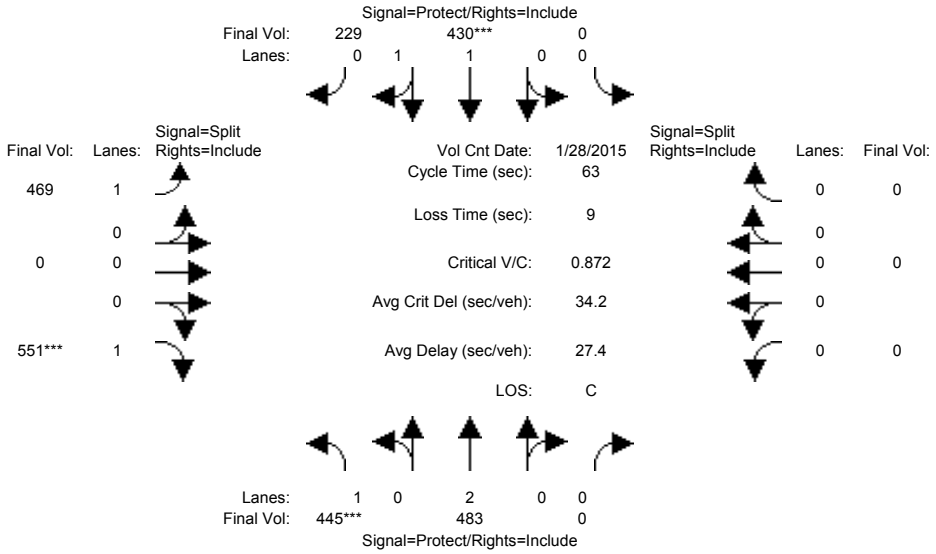
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	444	461	0	0	404	162	403	0	549	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	461	0	0	404	162	403	0	549	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	22	0	0	26	67	66	0	2	0	0	0
Initial Fut:	445	483	0	0	430	229	469	0	551	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	483	0	0	430	229	469	0	551	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	483	0	0	430	229	469	0	551	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	483	0	0	430	229	469	0	551	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.29	0.71	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2413	1285	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.13	0.00	0.00	0.18	0.18	0.27	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.4	31.2	0.0	0.0	12.9	12.9	22.8	0.0	22.8	0.0	0.0	0.0
Volume/Cap:	0.87	0.26	0.00	0.00	0.87	0.87	0.74	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	36.3	9.2	0.0	0.0	35.1	35.1	22.3	0.0	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	9.2	0.0	0.0	35.1	35.1	22.3	0.0	31.4	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	C	A	C	A	A	A
HCM2k95thQ:	18	5	0	0	18	18	17	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

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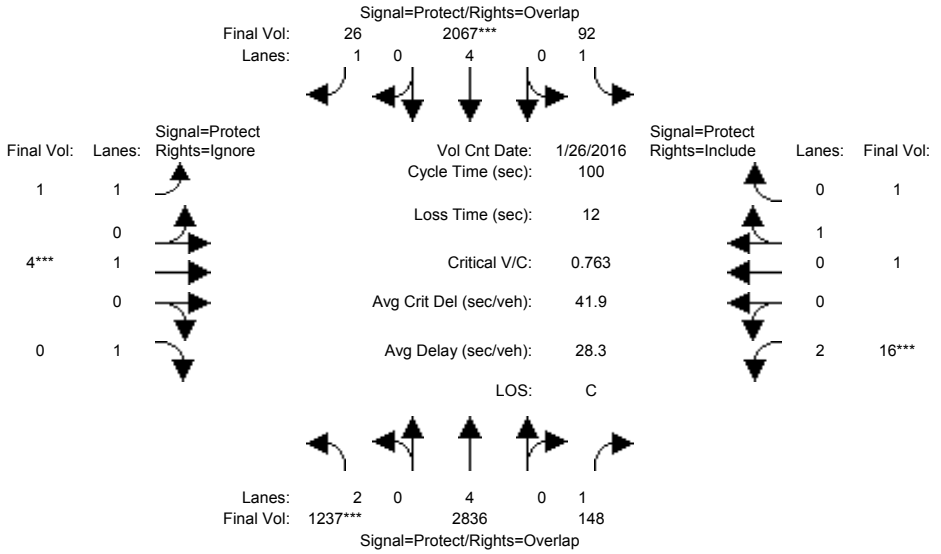
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	1236	2591	148	92	1880	26	1	4	253	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1236	2591	148	92	1880	26	1	4	253	16	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	245	0	0	187	0	0	0	0	0	0	0
Initial Fut:	1237	2836	148	92	2067	26	1	4	253	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1237	2836	148	92	2067	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1237	2836	148	92	2067	26	1	4	0	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1237	2836	148	92	2067	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.39	0.37	0.08	0.05	0.27	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	41.9	59.8	66.8	11.2	29.1	36.1	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.94	0.62	0.13	0.47	0.94	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	40.2	13.2	6.1	43.4	42.9	20.8	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	13.2	6.1	43.4	42.9	20.8	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	D	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	35	23	3	6	31	1	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

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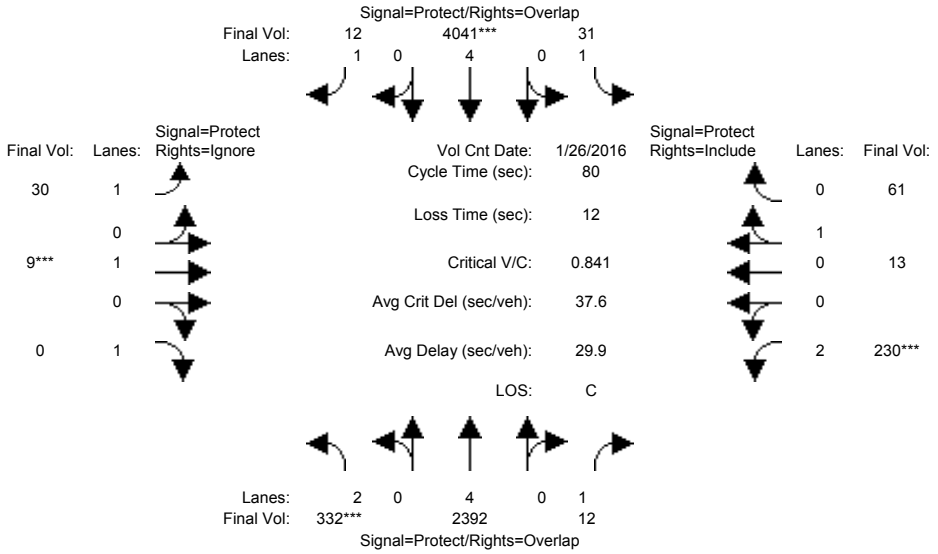
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	332	2229	12	31	3783	12	30	9	1314	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	2229	12	31	3783	12	30	9	1314	230	13	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	163	0	0	258	0	0	0	1	0	0	0
Initial Fut:	332	2392	12	31	4041	12	30	9	1315	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	332	2392	12	31	4041	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2392	12	31	4041	12	30	9	0	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	332	2392	12	31	4041	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.01	0.02	0.53	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	8.4	39.9	46.9	11.1	42.6	49.6	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	1.00	0.63	0.01	0.13	1.00	0.01	0.20	0.04	0.00	0.83	0.33	0.33
Delay/Veh:	85.0	15.0	6.9	30.4	32.7	5.8	34.5	30.8	0.0	55.2	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	15.0	6.9	30.4	32.7	5.8	34.5	30.8	0.0	55.2	32.8	32.8
LOS by Move:	F	B	A	C	C	A	C	C	A	E	C	C
HCM2k95thQ:	12	19	0	1	50	0	2	0	0	11	4	4

Note: Queue reported is the number of cars per lane.

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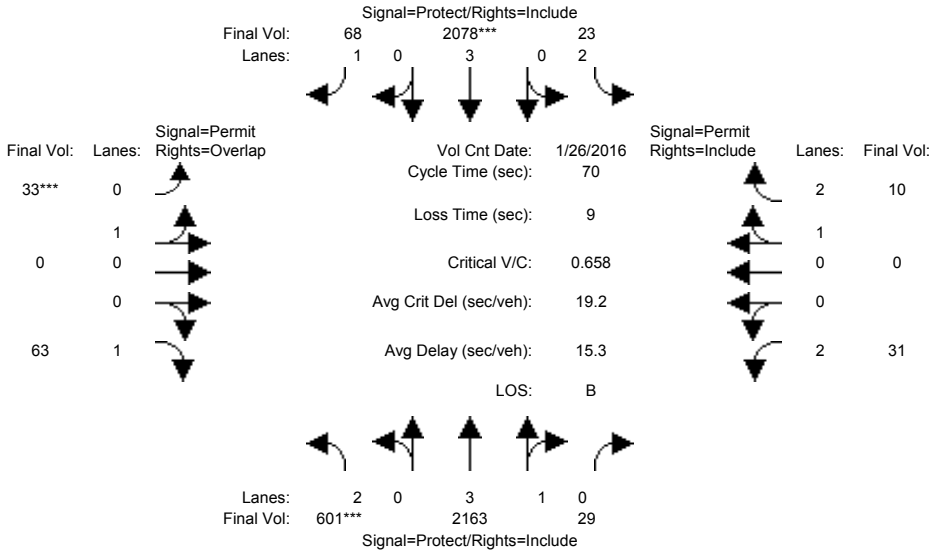
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	599	1947	2	17	1916	68	33	0	60	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	599	1947	2	17	1916	68	33	0	60	9	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	216	27	6	162	0	0	0	3	22	0	5
Initial Fut:	601	2163	29	23	2078	68	33	0	63	31	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	2163	29	23	2078	68	33	0	63	31	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	2163	29	23	2078	68	33	0	63	31	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	2163	29	23	2078	68	33	0	63	31	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.94	0.06	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7401	99	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	0.01	0.36	0.04	0.02	0.00	0.04	0.01	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	17.5	38.0	38.0	13.0	33.5	33.5	10.0	0.0	27.5	10.0	0.0	10.0
Volume/Cap:	0.76	0.54	0.54	0.04	0.76	0.08	0.13	0.00	0.09	0.07	0.00	0.01
Delay/Veh:	28.7	10.5	10.5	23.4	16.3	10.0	26.4	0.0	13.4	26.0	0.0	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	10.5	10.5	23.4	16.3	10.0	26.4	0.0	13.4	26.0	0.0	25.8
LOS by Move:	C	B	B	C	B	A	C	A	B	C	A	C
HCM2k95thQ:	14	15	15	0	23	2	1	0	2	1	0	0

Note: Queue reported is the number of cars per lane.

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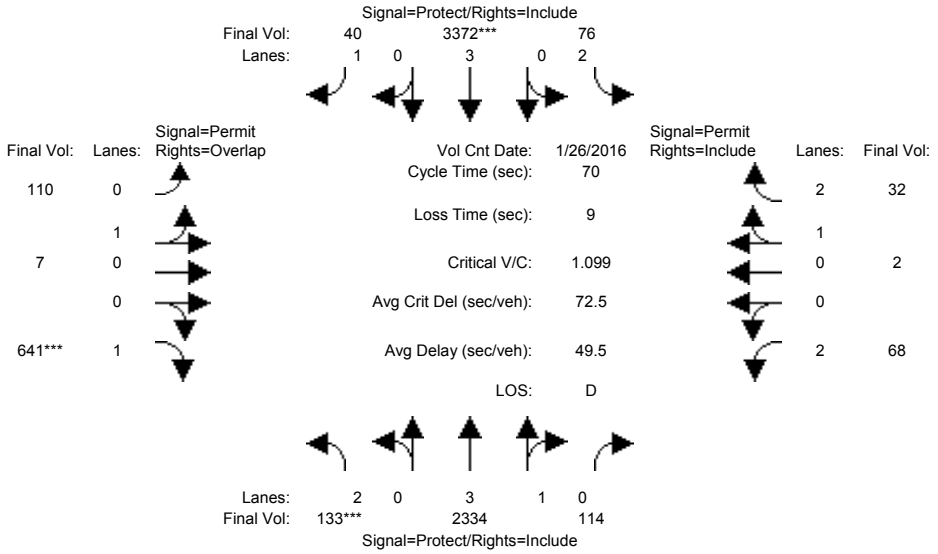
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	132	2259	27	56	3161	40	110	7	641	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	2259	27	56	3161	40	110	7	641	21	2	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	75	87	20	211	0	0	0	0	47	0	11
Initial Fut:	133	2334	114	76	3372	40	110	7	641	68	2	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2334	114	76	3372	40	110	7	641	68	2	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2334	114	76	3372	40	110	7	641	68	2	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	2334	114	76	3372	40	110	7	641	68	2	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.81	0.19	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.18	2.82
Final Sat.:	3150	7150	349	3150	5700	1750	1692	108	1750	3150	318	5082
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.02	0.59	0.02	0.07	0.07	0.37	0.02	0.01	0.01
Crit Moves:	****				****				****			
Green Time:	7.0	33.9	33.9	10.4	37.2	37.2	16.8	16.8	23.8	16.8	16.8	16.8
Volume/Cap:	0.42	0.67	0.67	0.16	1.11	0.04	0.27	0.27	1.08	0.09	0.03	0.03
Delay/Veh:	30.5	14.4	14.4	26.2	72.1	7.9	22.0	22.0	83.2	20.7	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	14.4	14.4	26.2	72.1	7.9	22.0	22.0	83.2	20.7	20.4	20.4
LOS by Move:	C	B	B	C	E	A	C	C	F	C	C	C
HCM2k95thQ:	3	19	19	2	63	1	4	4	39	1	0	0

Note: Queue reported is the number of cars per lane.

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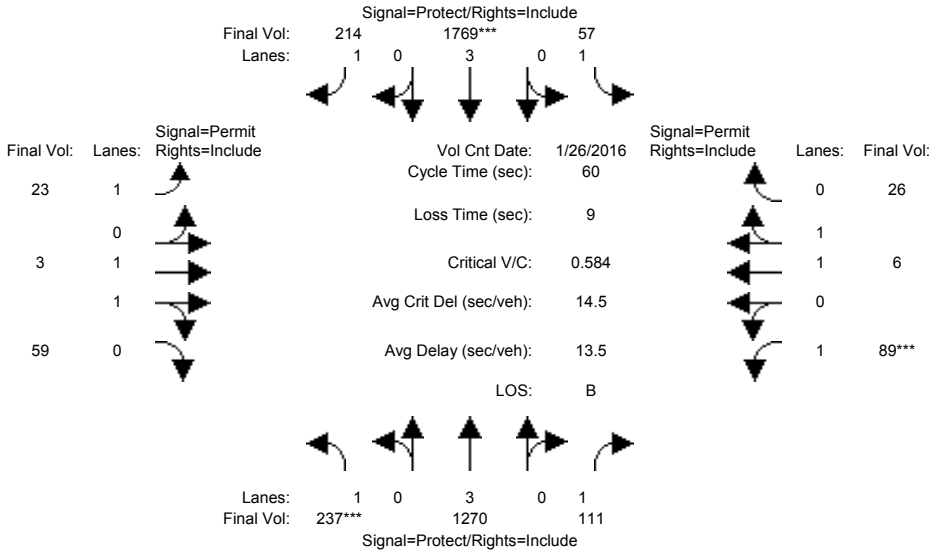
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	215	1168	111	57	1598	187	19	3	56	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1168	111	57	1598	187	19	3	56	89	6	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	22	102	0	0	171	27	4	0	3	0	0	0
Initial Fut:	237	1270	111	57	1769	214	23	3	59	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	1270	111	57	1769	214	23	3	59	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1270	111	57	1769	214	23	3	59	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1270	111	57	1769	214	23	3	59	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.06	0.03	0.31	0.12	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.5	26.9	26.9	14.1	28.5	28.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.65	0.50	0.14	0.14	0.65	0.26	0.08	0.01	0.20	0.31	0.02	0.09
Delay/Veh:	26.0	11.9	9.8	18.3	12.5	9.6	21.2	20.9	21.9	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	11.9	9.8	18.3	12.5	9.6	21.2	20.9	21.9	22.5	20.9	21.3
LOS by Move:	C	B	A	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	8	10	3	2	14	5	1	0	2	4	0	1

Note: Queue reported is the number of cars per lane.

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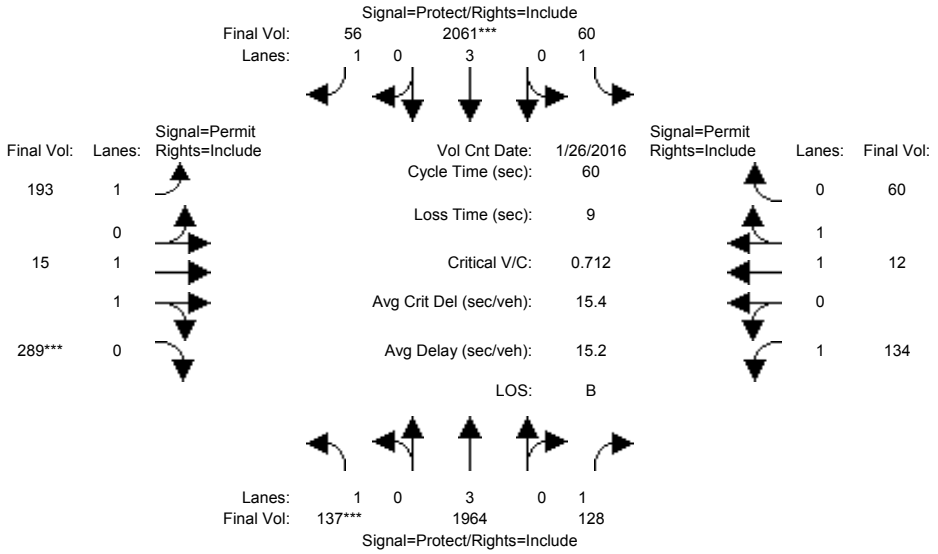
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	133	1876	128	60	1920	51	170	15	269	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1876	128	60	1920	51	170	15	269	134	12	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	88	0	0	141	5	23	0	20	0	0	0
Initial Fut:	137	1964	128	60	2061	56	193	15	289	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1964	128	60	2061	56	193	15	289	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1964	128	60	2061	56	193	15	289	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1964	128	60	2061	56	193	15	289	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.07	0.03	0.36	0.03	0.11	0.01	0.17	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	27.8	27.8	9.4	30.2	30.2	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.67	0.74	0.16	0.22	0.72	0.06	0.48	0.03	0.72	0.33	0.03	0.15
Delay/Veh:	33.8	14.4	9.4	22.5	12.5	7.7	20.9	17.9	27.2	19.8	17.9	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	14.4	9.4	22.5	12.5	7.7	20.9	17.9	27.2	19.8	17.9	18.6
LOS by Move:	C	B	A	C	B	A	C	B	C	B	B	B
HCM2k95thQ:	5	17	3	2	17	1	8	0	13	5	0	2

Note: Queue reported is the number of cars per lane.

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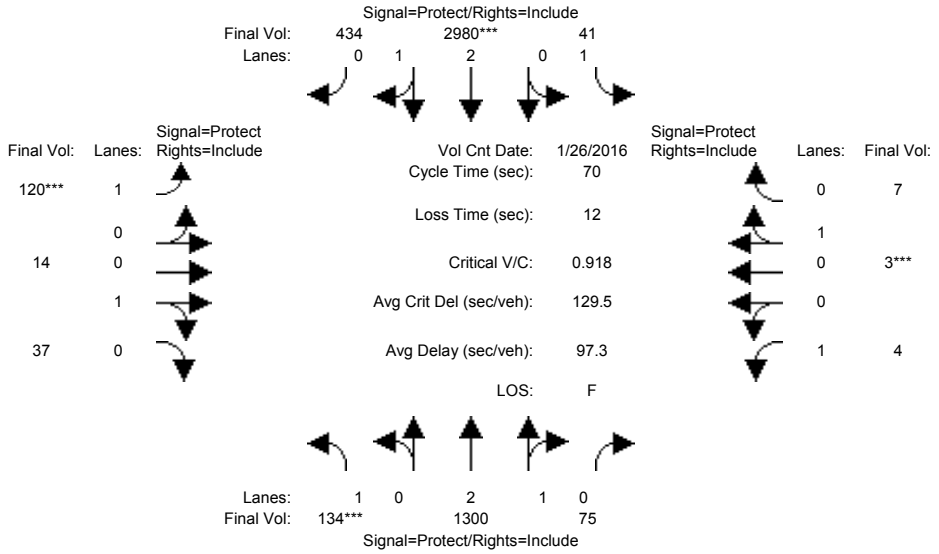
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	134	1194	75	41	2782	434	120	14	37	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1194	75	41	2782	434	120	14	37	4	3	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	106	0	0	198	0	0	0	0	0	0	0
Initial Fut:	134	1300	75	41	2980	434	120	14	37	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1300	75	41	2980	434	120	14	37	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1300	75	41	2980	434	120	14	37	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1300	75	41	2980	434	120	14	37	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	2.60	0.40	1.00	0.27	0.73	1.00	0.30	0.70
Final Sat.:	1750	5294	305	1750	4887	712	1750	494	1306	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.02	0.61	0.61	0.07	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.1	29.1	11.9	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.77	0.59	0.59	0.14	1.26	1.26	0.69	0.20	0.20	0.02	0.04	0.04
Delay/Veh:	48.8	16.2	16.2	24.9	136	136.1	41.2	26.8	26.8	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	16.2	16.2	24.9	136	136.1	41.2	26.8	26.8	28.5	25.9	25.9
LOS by Move:	D	B	B	C	F	F	D	C	C	C	C	C
HCM2k95thQ:	7	14	14	2	80	80	8	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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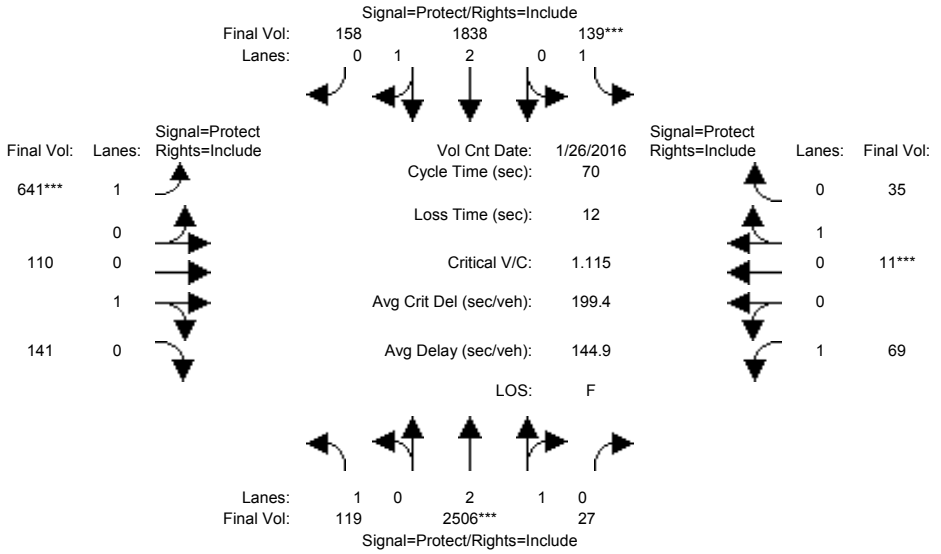
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	2395	27	139	1692	158	641	110	141	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	2395	27	139	1692	158	641	110	141	69	11	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	111	0	0	146	0	0	0	0	0	0	0
Initial Fut:	119	2506	27	139	1838	158	641	110	141	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	2506	27	139	1838	158	641	110	141	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2506	27	139	1838	158	641	110	141	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2506	27	139	1838	158	641	110	141	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.75	0.25	1.00	0.44	0.56	1.00	0.24	0.76
Final Sat.:	1750	5540	60	1750	5156	443	1750	789	1011	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.45	0.08	0.36	0.36	0.37	0.14	0.14	0.04	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	7.0	22.7	22.7	7.0	22.7	22.7	18.3	16.7	16.7	11.7	10.0	10.0
Volume/Cap:	0.68	1.40	1.40	0.79	1.10	1.10	1.40	0.59	0.59	0.24	0.18	0.18
Delay/Veh:	40.8	206	206.0	52.4	78.3	78.3	217.6	25.7	25.7	25.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	206	206.0	52.4	78.3	78.3	217.6	25.7	25.7	25.7	26.7	26.7
LOS by Move:	D	F	F	D	E	E	F	C	C	C	C	C
HCM2k95thQ:	5	74	74	7	40	40	65	11	11	3	2	2

Note: Queue reported is the number of cars per lane.

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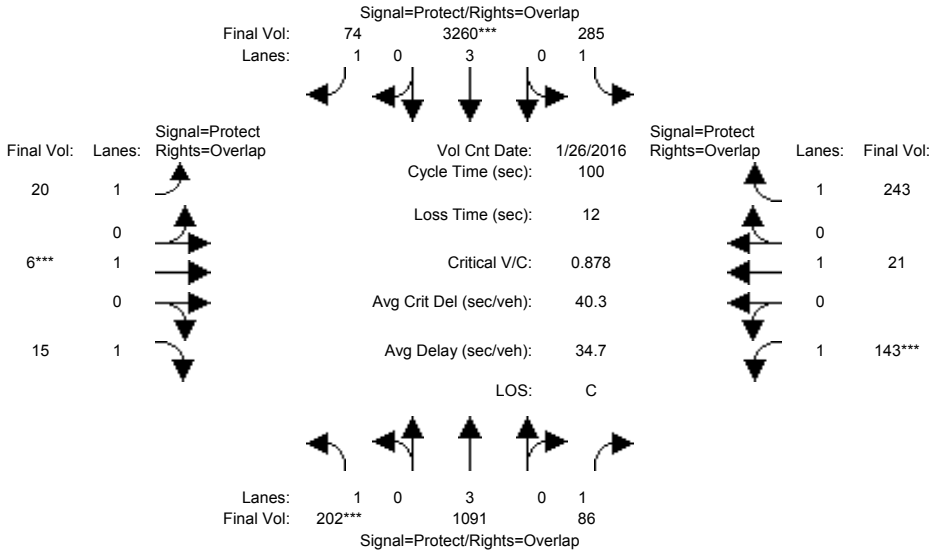
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	202	990	80	285	3058	74	20	6	15	147	21	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	990	80	285	3058	74	20	6	15	147	21	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	101	6	0	202	0	0	0	0	-4	0	0
Initial Fut:	202	1091	86	285	3260	74	20	6	15	143	21	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1091	86	285	3260	74	20	6	15	143	21	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1091	86	285	3260	74	20	6	15	143	21	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1091	86	285	3260	74	20	6	15	143	21	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.05	0.16	0.57	0.04	0.01	0.00	0.01	0.08	0.01	0.14
Crit Moves:	****				****			****		****		
Green Time:	11.7	37.7	46.0	32.0	58.0	65.5	7.5	10.0	21.7	8.3	10.8	42.8
Volume/Cap:	0.99	0.51	0.11	0.51	0.99	0.06	0.15	0.03	0.04	0.99	0.10	0.32
Delay/Veh:	102.7	24.2	15.4	28.3	33.1	6.2	43.8	40.7	31.0	116.1	40.5	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.7	24.2	15.4	28.3	33.1	6.2	43.8	40.7	31.0	116.1	40.5	19.2
LOS by Move:	F	C	B	C	C	A	D	D	C	F	D	B
HCM2k95thQ:	16	16	3	13	51	2	2	0	1	16	1	10

Note: Queue reported is the number of cars per lane.

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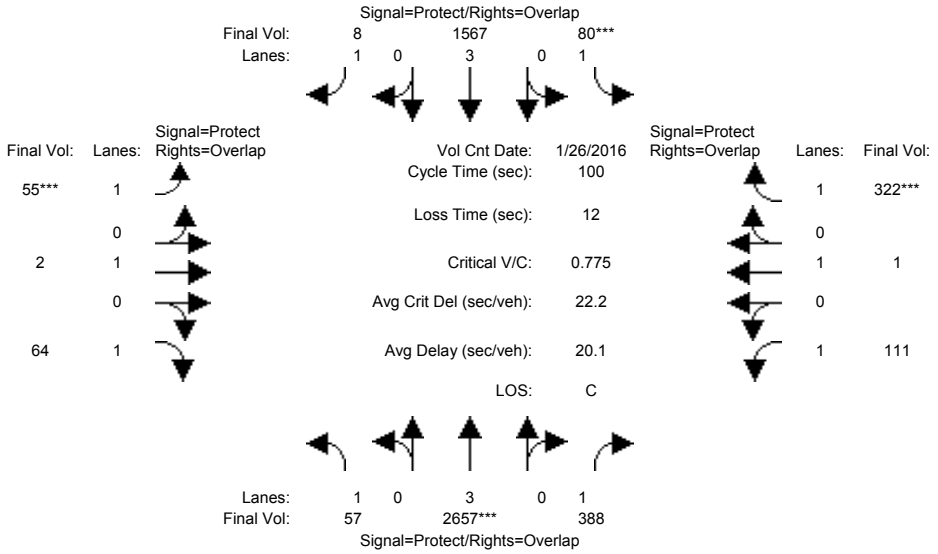
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	57	2545	389	80	1427	8	55	2	64	105	1	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2545	389	80	1427	8	55	2	64	105	1	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	112	-1	0	140	0	0	0	0	6	0	0
Initial Fut:	57	2657	388	80	1567	8	55	2	64	111	1	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2657	388	80	1567	8	55	2	64	111	1	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2657	388	80	1567	8	55	2	64	111	1	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2657	388	80	1567	8	55	2	64	111	1	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.22	0.05	0.27	0.00	0.03	0.00	0.04	0.06	0.00	0.18
Crit Moves:		****		****			****					****
Green Time:	13.5	59.5	68.3	7.0	53.0	60.0	7.0	12.7	26.2	8.9	14.5	21.5
Volume/Cap:	0.24	0.78	0.32	0.65	0.52	0.01	0.45	0.01	0.14	0.72	0.00	0.85
Delay/Veh:	39.2	16.6	6.6	57.3	15.4	8.1	47.3	38.2	28.4	59.0	36.5	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	16.6	6.6	57.3	15.4	8.1	47.3	38.2	28.4	59.0	36.5	54.7
LOS by Move:	D	B	A	E	B	A	D	D	C	E	D	D
HCM2k95thQ:	3	32	9	5	19	0	5	0	3	10	0	24

Note: Queue reported is the number of cars per lane.

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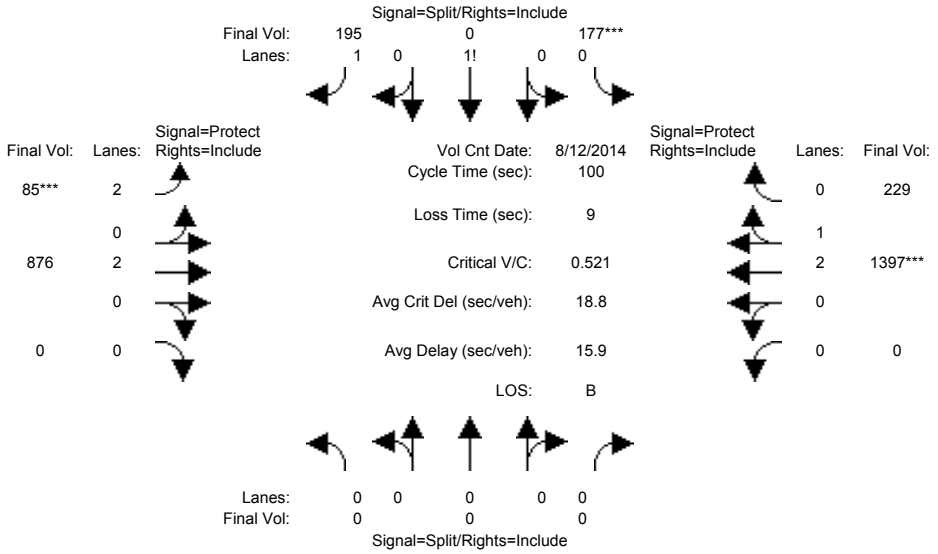
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	148	0	186	70	774	0	0	1384	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	148	0	186	70	774	0	0	1384	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	29	0	9	15	102	0	0	13	7
Initial Fut:	0	0	0	177	0	195	85	876	0	0	1397	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	177	0	195	85	876	0	0	1397	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	177	0	195	85	876	0	0	1397	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	177	0	195	85	876	0	0	1397	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.64	0.00	1.36	2.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1128	0	2372	3150	3800	0	0	4810	789
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.08	0.03	0.23	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.5	0.0	29.5	7.0	61.5	0.0	0.0	54.5	54.5
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.28	0.39	0.37	0.00	0.00	0.53	0.53
Delay/Veh:	0.0	0.0	0.0	30.3	0.0	27.2	45.6	9.7	0.0	0.0	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.3	0.0	27.2	45.6	9.7	0.0	0.0	14.7	14.7
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	15	0	7	4	13	0	0	19	19

Note: Queue reported is the number of cars per lane.

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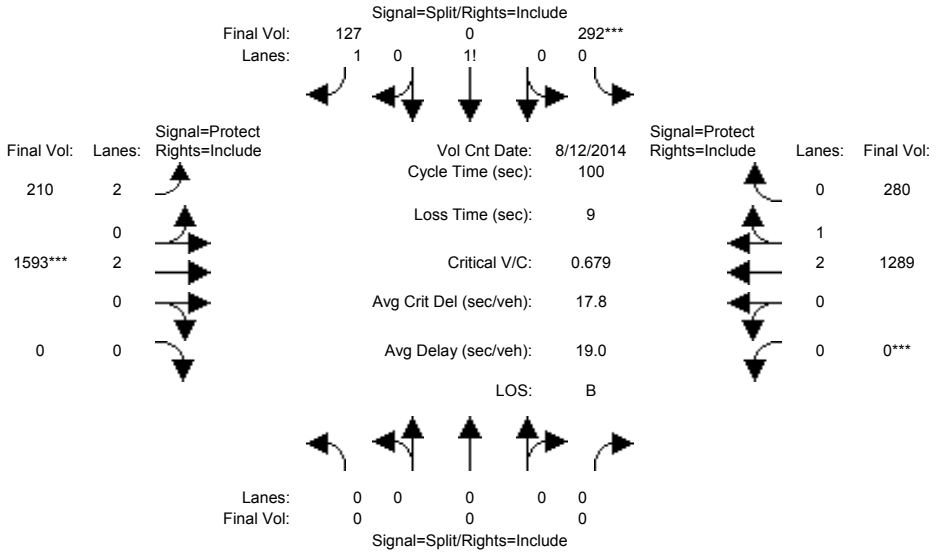
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	296	0	110	200	1545	0	0	1194	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	296	0	110	200	1545	0	0	1194	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	-4	0	17	10	48	0	0	95	19
Initial Fut:	0	0	0	292	0	127	210	1593	0	0	1289	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	292	0	127	210	1593	0	0	1289	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	292	0	127	210	1593	0	0	1289	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	292	0	127	210	1593	0	0	1289	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.82	0.00	1.18	2.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	0	0	0	1471	0	2070	3150	3800	0	0	4599	999
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.06	0.07	0.42	0.00	0.00	0.28	0.28
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.2	0.0	29.2	12.3	61.8	0.0	0.0	49.4	49.4
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.21	0.54	0.68	0.00	0.00	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	34.3	0.0	26.7	42.7	13.4	0.0	0.0	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.3	0.0	26.7	42.7	13.4	0.0	0.0	18.1	18.1
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	20	0	5	9	29	0	0	20	20

Note: Queue reported is the number of cars per lane.

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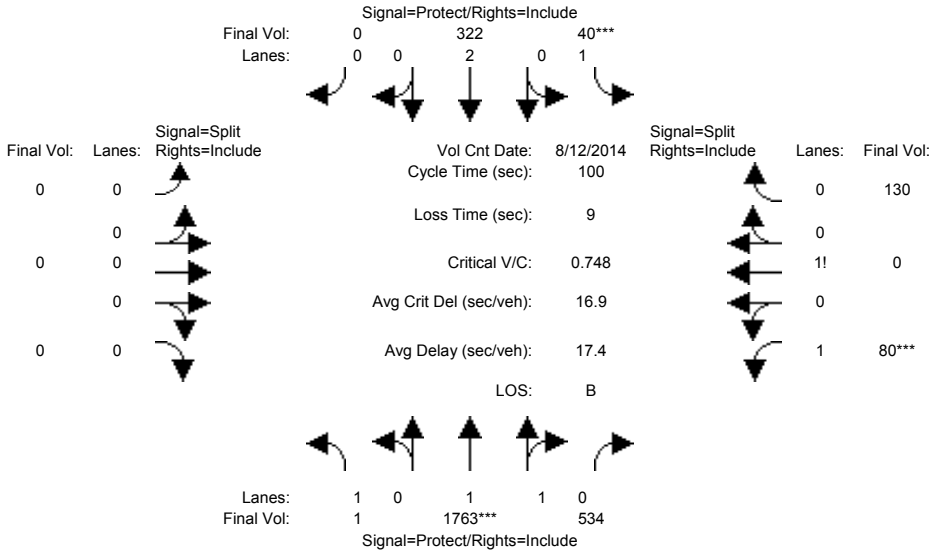
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	1	1670	422	40	351	0	0	0	0	98	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1670	422	40	351	0	0	0	0	98	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	93	112	0	-29	0	0	0	0	-18	0	0
Initial Fut:	1	1763	534	40	322	0	0	0	0	80	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1763	534	40	322	0	0	0	0	80	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1763	534	40	322	0	0	0	0	80	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1763	534	40	322	0	0	0	0	80	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.52	0.48	1.00	2.00	0.00	0.00	0.00	0.00	1.24	0.00	0.76
Final Sat.:	1750	2839	860	1750	3800	0	0	0	0	2171	0	1367
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.62	0.02	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	32.2	71.3	71.3	7.0	46.1	0.0	0.0	0.0	0.0	12.7	0.0	12.7
Volume/Cap:	0.00	0.87	0.87	0.33	0.18	0.00	0.00	0.00	0.00	0.29	0.00	0.75
Delay/Veh:	23.0	14.3	14.3	45.8	16.0	0.0	0.0	0.0	0.0	39.8	0.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	14.3	14.3	45.8	16.0	0.0	0.0	0.0	0.0	39.8	0.0	52.7
LOS by Move:	C	B	B	D	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	48	48	3	6	0	0	0	0	4	0	14

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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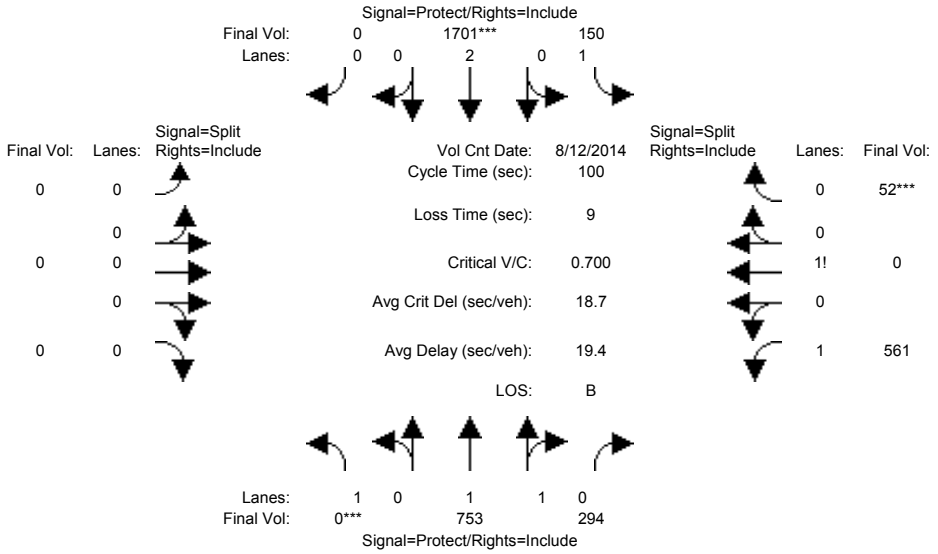
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	702	241	150	1642	0	0	0	0	492	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	702	241	150	1642	0	0	0	0	492	0	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	51	53	0	59	0	0	0	0	69	0	0
Initial Fut:	0	753	294	150	1701	0	0	0	0	561	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	753	294	150	1701	0	0	0	0	561	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	753	294	150	1701	0	0	0	0	561	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	753	294	150	1701	0	0	0	0	561	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.42	0.58	1.00	2.00	0.00	0.00	0.00	0.00	1.84	0.00	0.16
Final Sat.:	1750	2661	1038	1750	3800	0	0	0	0	3226	0	274
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.09	0.45	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****							****
Green Time:	0.0	49.0	49.0	14.9	63.9	0.0	0.0	0.0	0.0	27.1	0.0	27.1
Volume/Cap:	0.00	0.58	0.58	0.58	0.70	0.00	0.00	0.00	0.00	0.64	0.00	0.70
Delay/Veh:	0.0	18.6	18.6	42.8	12.7	0.0	0.0	0.0	0.0	33.6	0.0	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	18.6	42.8	12.7	0.0	0.0	0.0	0.0	33.6	0.0	35.3
LOS by Move:	A	B	B	D	B	A	A	A	A	C	A	D
HCM2k95thQ:	0	21	21	9	28	0	0	0	0	18	0	20

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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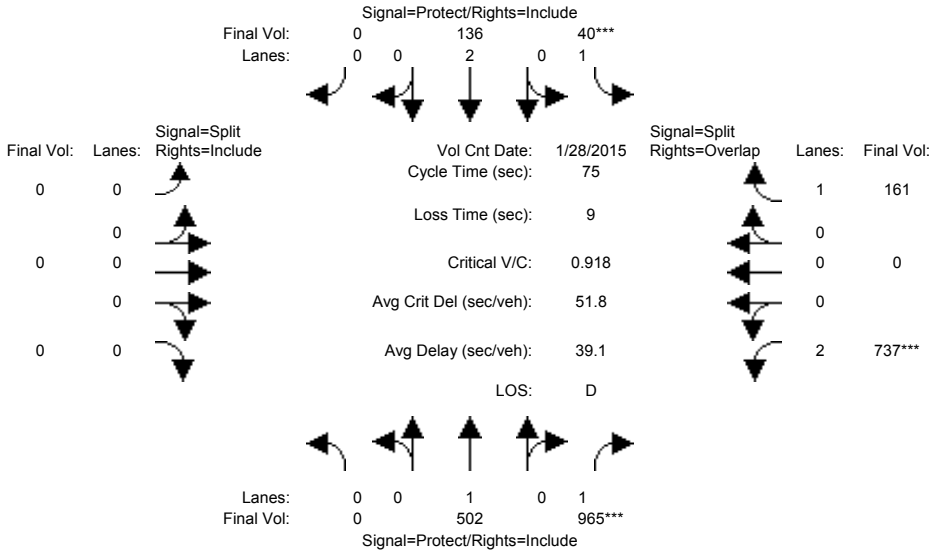
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	502	925	40	136	0	0	0	0	709	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	925	40	136	0	0	0	0	709	0	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	40	0	0	0	0	0	0	28	0	0
Initial Fut:	0	502	965	40	136	0	0	0	0	737	0	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	502	965	40	136	0	0	0	0	737	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	502	965	40	136	0	0	0	0	737	0	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	502	965	40	136	0	0	0	0	737	0	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.55	0.02	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.09
Crit Moves:			****	****						****		
Green Time:	0.0	41.4	41.4	7.0	48.4	0.0	0.0	0.0	0.0	17.6	0.0	24.6
Volume/Cap:	0.00	0.48	1.00	0.24	0.06	0.00	0.00	0.00	0.00	1.00	0.00	0.28
Delay/Veh:	0.0	10.6	45.3	32.3	4.9	0.0	0.0	0.0	0.0	61.4	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	45.3	32.3	4.9	0.0	0.0	0.0	0.0	61.4	0.0	18.9
LOS by Move:	A	B	D	C	A	A	A	A	A	E	A	B
HCM2k95thQ:	0	13	48	2	1	0	0	0	0	25	0	6

Note: Queue reported is the number of cars per lane.

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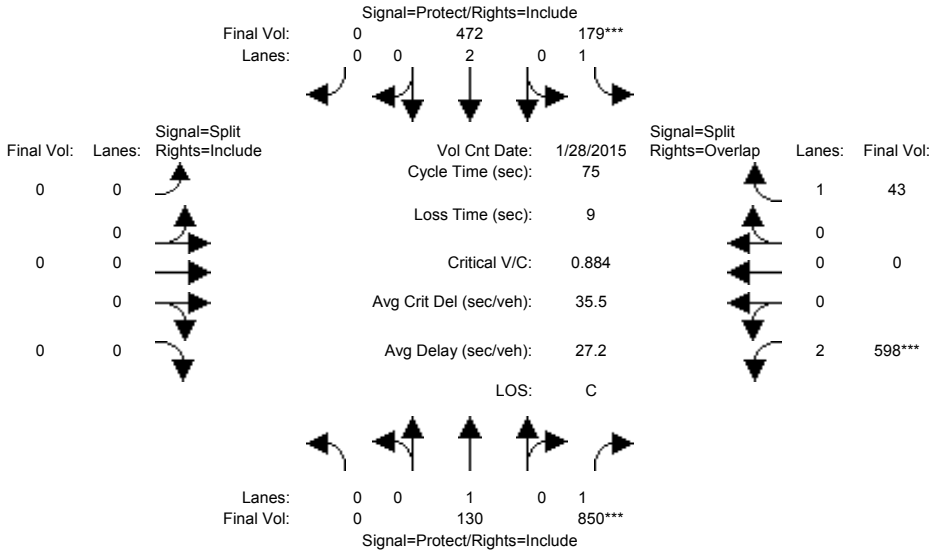
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	130	779	179	472	0	0	0	0	530	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	779	179	472	0	0	0	0	530	0	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	71	0	0	0	0	0	0	68	0	0
Initial Fut:	0	130	850	179	472	0	0	0	0	598	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	850	179	472	0	0	0	0	598	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	850	179	472	0	0	0	0	598	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	130	850	179	472	0	0	0	0	598	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.49	0.10	0.12	0.00	0.00	0.00	0.00	0.19	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	0.0	41.2	41.2	8.7	49.9	0.0	0.0	0.0	0.0	16.1	0.0	24.8
Volume/Cap:	0.00	0.12	0.88	0.88	0.19	0.00	0.00	0.00	0.00	0.88	0.00	0.07
Delay/Veh:	0.0	8.2	24.6	66.2	4.8	0.0	0.0	0.0	0.0	41.7	0.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	24.6	66.2	4.8	0.0	0.0	0.0	0.0	41.7	0.0	17.3
LOS by Move:	A	A	C	E	A	A	A	A	A	D	A	B
HCM2k95thQ:	0	3	35	14	4	0	0	0	0	17	0	1

Note: Queue reported is the number of cars per lane.

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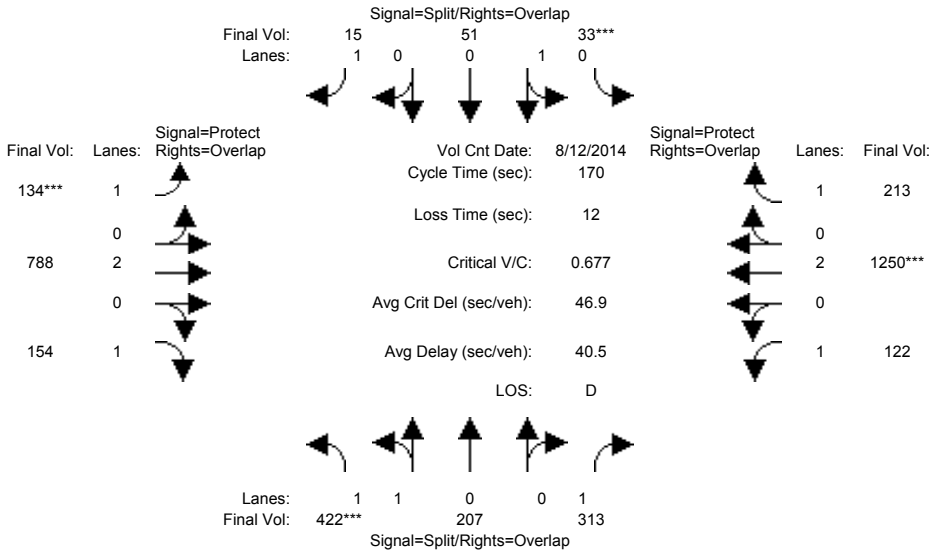
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	413	207	313	33	51	15	134	785	153	122	1225	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	207	313	33	51	15	134	785	153	122	1225	213
Added Vol:	9	0	0	0	0	0	0	3	1	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	207	313	33	51	15	134	788	154	122	1250	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	207	313	33	51	15	134	788	154	122	1250	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	207	313	33	51	15	134	788	154	122	1250	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	207	313	33	51	15	134	788	154	122	1250	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.35	0.65	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2381	1168	1750	707	1093	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.01	0.08	0.21	0.09	0.07	0.33	0.12
Crit Moves:	****			****			****				****	
Green Time:	44.5	44.5	70.1	11.7	11.7	30.9	19.2	76.2	120.7	25.6	82.6	94.3
Volume/Cap:	0.68	0.68	0.43	0.68	0.68	0.05	0.68	0.46	0.12	0.46	0.68	0.22
Delay/Veh:	58.3	58.3	36.2	91.3	91.3	57.4	81.5	32.9	7.9	67.2	34.5	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.3	36.2	91.3	91.3	57.4	81.5	32.9	7.9	67.2	34.5	19.3
LOS by Move:	E	E	D	F	F	E	F	C	A	E	C	B
HCM2k95thQ:	28	28	22	11	11	1	14	24	5	12	40	11

Note: Queue reported is the number of cars per lane.

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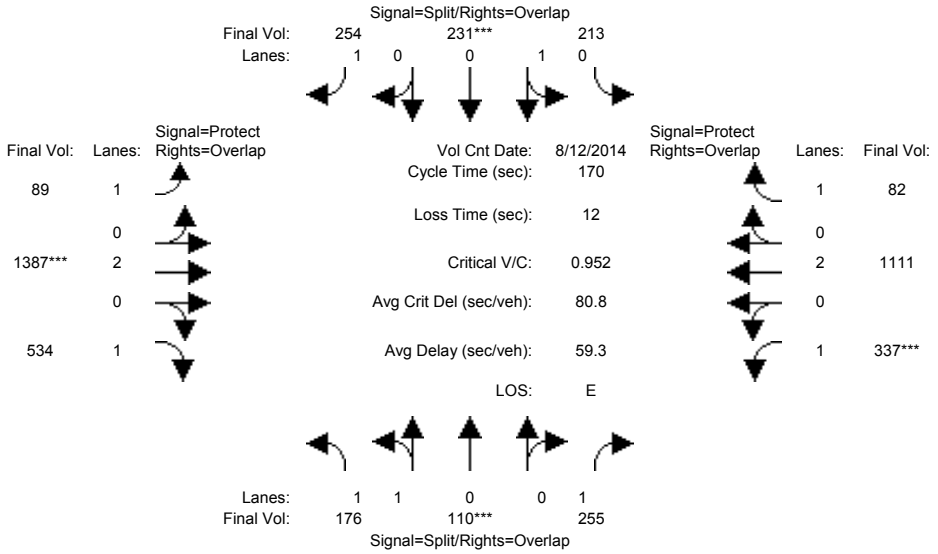
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #801: LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	174	110	255	213	231	254	89	1364	526	337	1106	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	110	255	213	231	254	89	1364	526	337	1106	82
Added Vol:	2	0	0	0	0	0	0	23	8	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	110	255	213	231	254	89	1387	534	337	1111	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	110	255	213	231	254	89	1387	534	337	1111	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	110	255	213	231	254	89	1387	534	337	1111	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	110	255	213	231	254	89	1387	534	337	1111	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.24	0.76	1.00	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2184	1365	1750	864	936	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.25	0.25	0.15	0.05	0.37	0.31	0.19	0.29	0.05
Crit Moves:		****			****			****			****	
Green Time:	14.4	14.4	48.8	44.0	44.0	58.8	14.8	65.2	79.6	34.4	84.8	128.9
Volume/Cap:	0.95	0.95	0.51	0.95	0.95	0.42	0.59	0.95	0.65	0.95	0.59	0.06
Delay/Veh:	116.5	117	51.5	91.7	91.7	43.0	80.5	64.7	36.5	102.3	30.6	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.5	117	51.5	91.7	91.7	43.0	80.5	64.7	36.5	102.3	30.6	5.2
LOS by Move:	F	F	D	F	F	D	F	E	D	F	C	A
HCM2k95thQ:	20	20	22	46	46	20	9	58	37	35	34	2

Note: Queue reported is the number of cars per lane.

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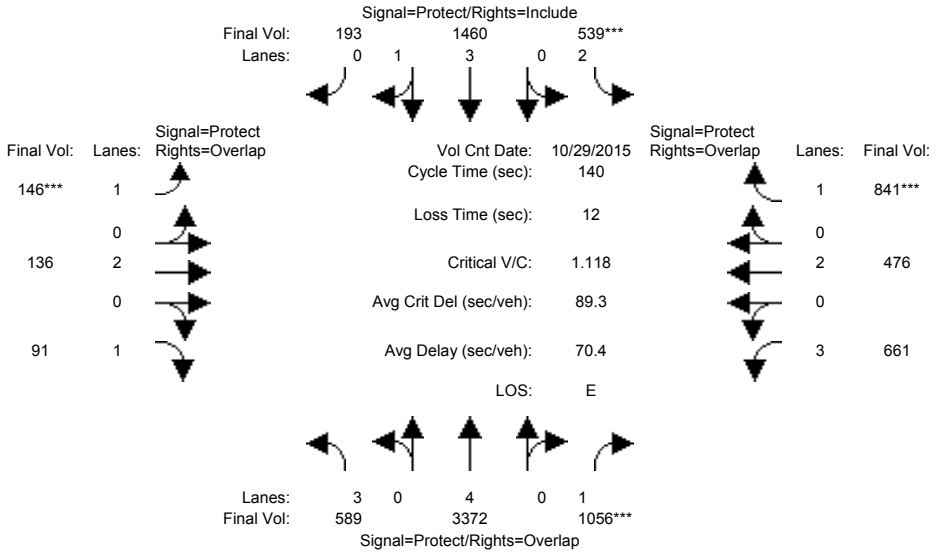
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	589	3313	1056	539	1452	193	146	136	91	661	476	841
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	3313	1056	539	1452	193	146	136	91	661	476	841
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	589	3372	1056	539	1460	193	146	136	91	661	476	841
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	3372	1056	539	1460	193	146	136	91	661	476	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	3372	1056	539	1460	193	146	136	91	661	476	841
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	3372	1056	539	1460	193	146	136	91	661	476	841
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.51	0.49	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6623	875	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.60	0.17	0.22	0.22	0.08	0.04	0.05	0.15	0.13	0.48
Crit Moves:			****	****			****					****
Green Time:	29.1	57.4	90.4	21.4	49.7	49.7	10.4	16.2	45.4	33.0	38.8	60.2
Volume/Cap:	0.62	1.08	0.93	1.12	0.62	0.62	1.12	0.31	0.16	0.62	0.45	1.12
Delay/Veh:	51.7	84.9	36.1	136.7	37.9	37.9	178.7	57.2	33.9	48.9	42.2	110.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	84.9	36.1	136.7	37.9	37.9	178.7	57.2	33.9	48.9	42.2	110.2
LOS by Move:	D	F	D	F	D	D	F	E	C	D	D	F
HCM2k95thQ:	18	72	74	31	24	24	21	6	6	19	15	81

Note: Queue reported is the number of cars per lane.

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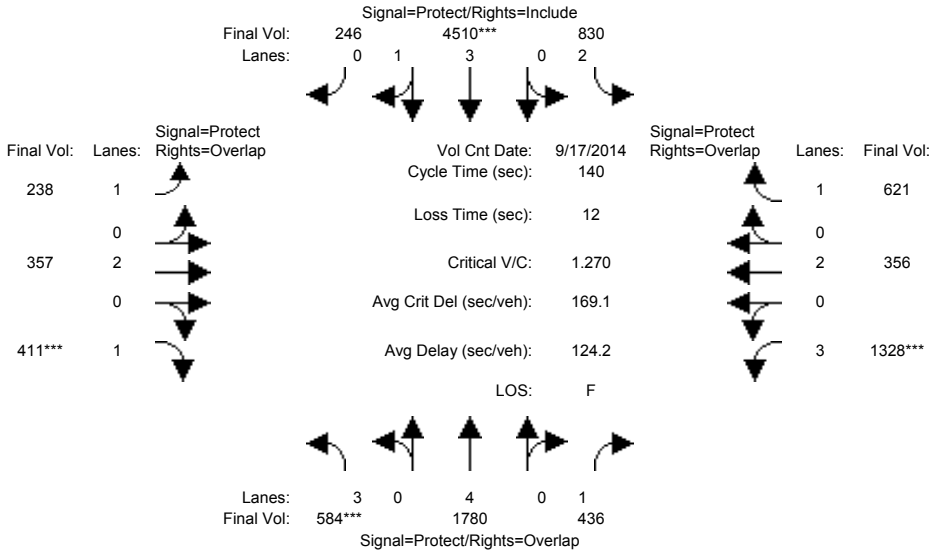
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	584	1769	436	830	4457	246	238	357	411	1328	356	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1769	436	830	4457	246	238	357	411	1328	356	621
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	584	1780	436	830	4510	246	238	357	411	1328	356	621
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1780	436	830	4510	246	238	357	411	1328	356	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1780	436	830	4510	246	238	357	411	1328	356	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1780	436	830	4510	246	238	357	411	1328	356	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.78	0.22	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7111	388	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.25	0.26	0.63	0.63	0.14	0.09	0.23	0.29	0.09	0.35
Crit Moves:	****				****				****	****		
Green Time:	14.1	39.6	71.7	44.5	69.9	69.9	26.0	11.7	25.9	32.2	17.9	62.4
Volume/Cap:	1.27	0.83	0.49	0.83	1.27	1.27	0.73	1.12	1.27	1.27	0.73	0.80
Delay/Veh:	200.5	49.9	22.6	50.1	159	158.6	62.0	151	200.5	182.9	64.4	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	200.5	49.9	22.6	50.1	159	158.6	62.0	151	200.5	182.9	64.4	39.0
LOS by Move:	F	D	C	D	F	F	E	F	F	F	E	D
HCM2k95thQ:	30	32	23	31	119	119	21	23	52	60	14	42

Note: Queue reported is the number of cars per lane.

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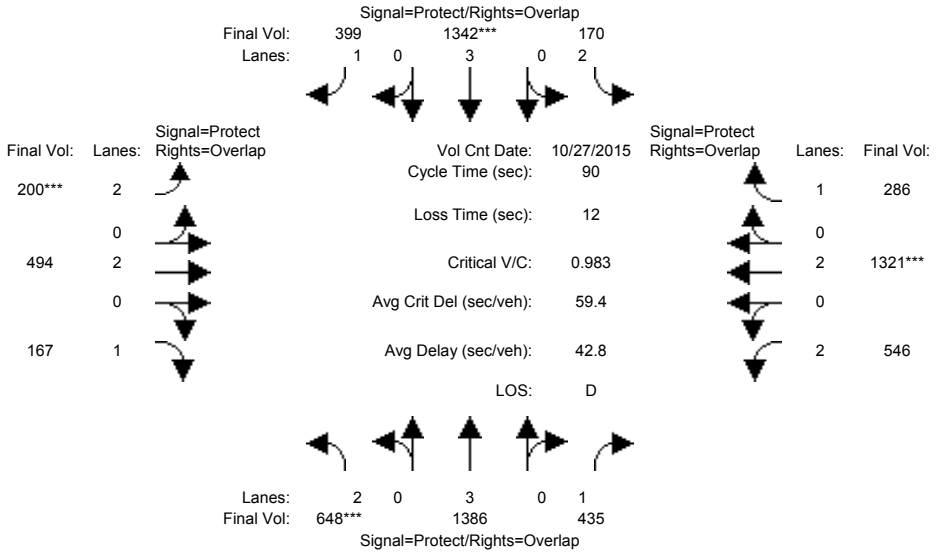
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	648	1327	435	169	1334	397	185	494	167	546	1321	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	648	1327	435	169	1334	397	185	494	167	546	1321	276
Added Vol:	0	59	0	1	8	2	15	0	0	0	0	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	1386	435	170	1342	399	200	494	167	546	1321	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	648	1386	435	170	1342	399	200	494	167	546	1321	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	1386	435	170	1342	399	200	494	167	546	1321	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	648	1386	435	170	1342	399	200	494	167	546	1321	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.25	0.05	0.24	0.23	0.06	0.13	0.10	0.17	0.35	0.16
Crit Moves:	****				****		****				****	
Green Time:	18.5	30.1	52.0	9.6	21.2	28.2	7.0	16.4	34.9	21.9	31.3	40.9
Volume/Cap:	1.00	0.73	0.43	0.50	1.00	0.73	0.82	0.71	0.25	0.71	1.00	0.36
Delay/Veh:	71.1	27.8	11.0	39.2	58.9	32.4	59.7	38.1	18.8	34.4	54.1	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	27.8	11.0	39.2	58.9	32.4	59.7	38.1	18.8	34.4	54.1	16.3
LOS by Move:	E	C	B	D	E	C	E	D	B	C	D	B
HCM2k95thQ:	25	21	14	5	27	19	7	13	7	16	38	10

Note: Queue reported is the number of cars per lane.

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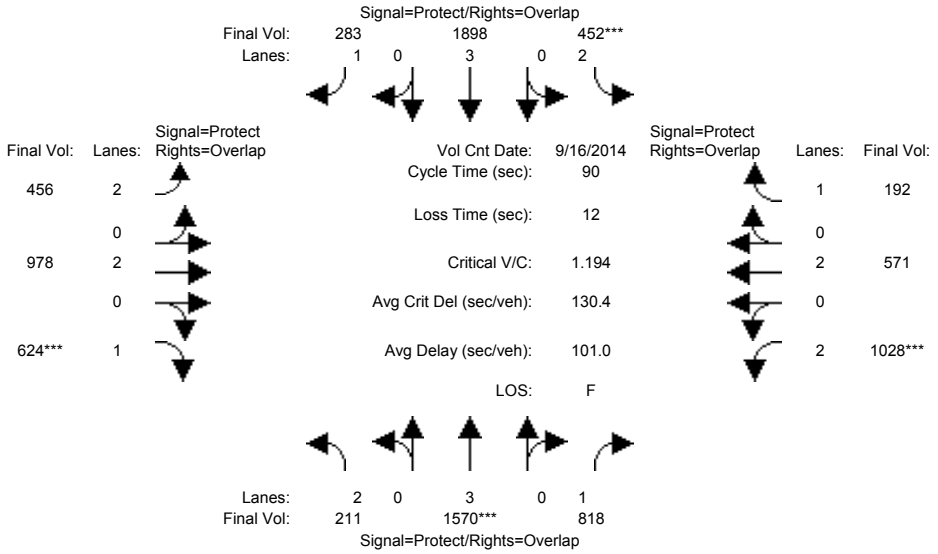
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1207: GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	211	1559	818	443	1845	270	453	978	624	1028	571	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1559	818	443	1845	270	453	978	624	1028	571	190
Added Vol:	0	11	0	9	53	13	3	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1570	818	452	1898	283	456	978	624	1028	571	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1570	818	452	1898	283	456	978	624	1028	571	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1570	818	452	1898	283	456	978	624	1028	571	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1570	818	452	1898	283	456	978	624	1028	571	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.47	0.14	0.33	0.16	0.14	0.26	0.36	0.33	0.15	0.11
Crit Moves:		****		****					****	****		
Green Time:	7.0	20.8	45.4	10.8	24.6	47.0	22.4	21.0	28.0	24.6	23.2	34.0
Volume/Cap:	0.86	1.19	0.93	1.19	1.22	0.31	0.58	1.10	1.15	1.19	0.58	0.29
Delay/Veh:	66.3	130	36.4	150.1	138	12.5	30.8	96.7	116.4	131.4	30.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	130	36.4	150.1	138	12.5	30.8	96.7	116.4	131.4	30.0	19.8
LOS by Move:	E	F	D	F	F	B	C	F	F	F	C	B
HCM2k95thQ:	8	42	43	24	50	9	13	35	49	49	13	8

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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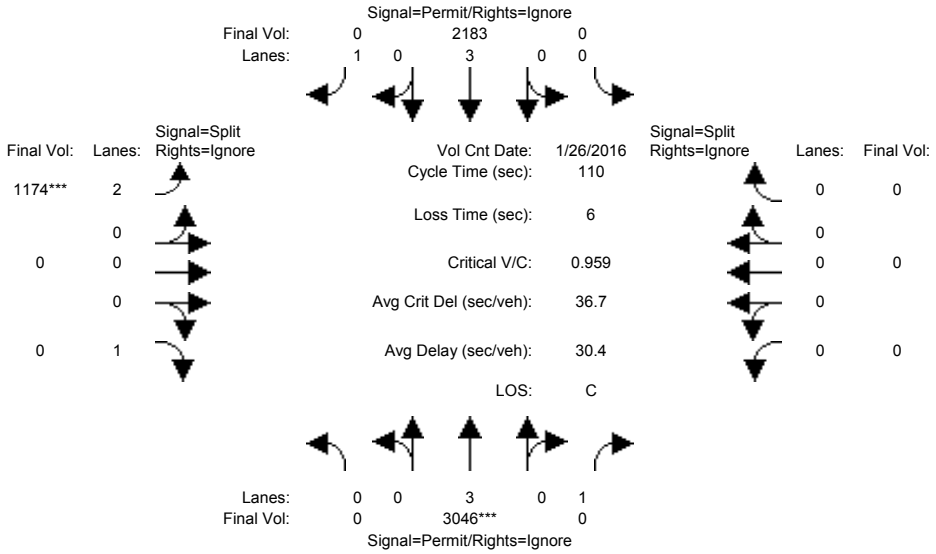
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	3016	487	0	2179	537	1174	0	762	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3016	487	0	2179	537	1174	0	762	0	0	0
Added Vol:	0	30	0	0	4	4	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3046	487	0	2183	541	1174	0	762	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3046	0	0	2183	0	1174	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3046	0	0	2183	0	1174	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3046	0	0	2183	0	1174	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.38	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.3	0.0	0.0	61.3	0.0	42.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.96	0.00	0.00	0.69	0.00	0.96	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.7	0.0	0.0	18.1	0.0	49.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.7	0.0	0.0	18.1	0.0	49.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	D	A	A	A	A	A
HCM2k95thQ:	0	58	0	0	30	0	47	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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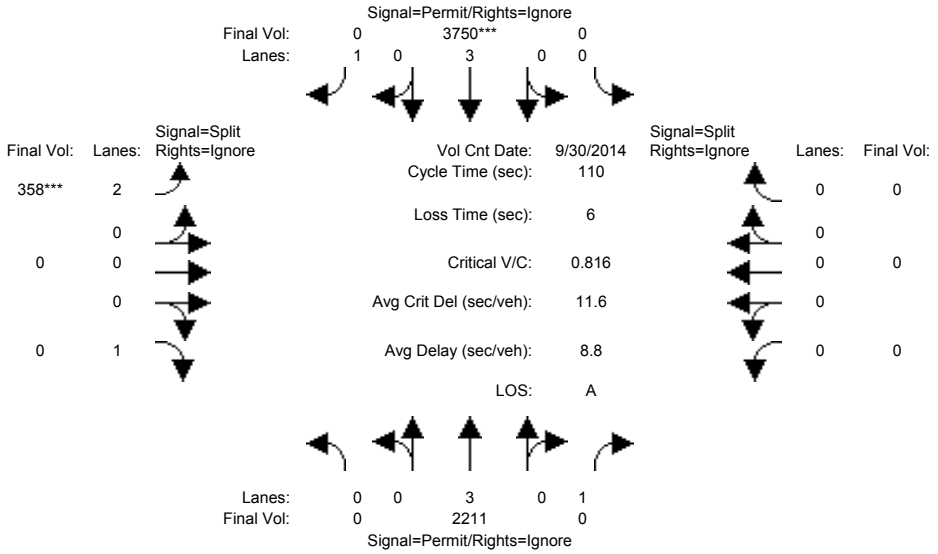
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	2205	1056	0	3723	1723	358	0	579	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2205	1056	0	3723	1723	358	0	579	0	0	0
Added Vol:	0	6	0	0	27	27	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2211	1056	0	3750	1750	358	0	579	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2211	0	0	3750	0	358	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2211	0	0	3750	0	358	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2211	0	0	3750	0	358	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.66	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	88.7	0.0	0.0	88.7	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.82	0.00	0.82	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	0.0	0.0	7.2	0.0	57.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	7.2	0.0	57.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	A	A	A	A
HCM2k95thQ:	0	15	0	0	37	0	17	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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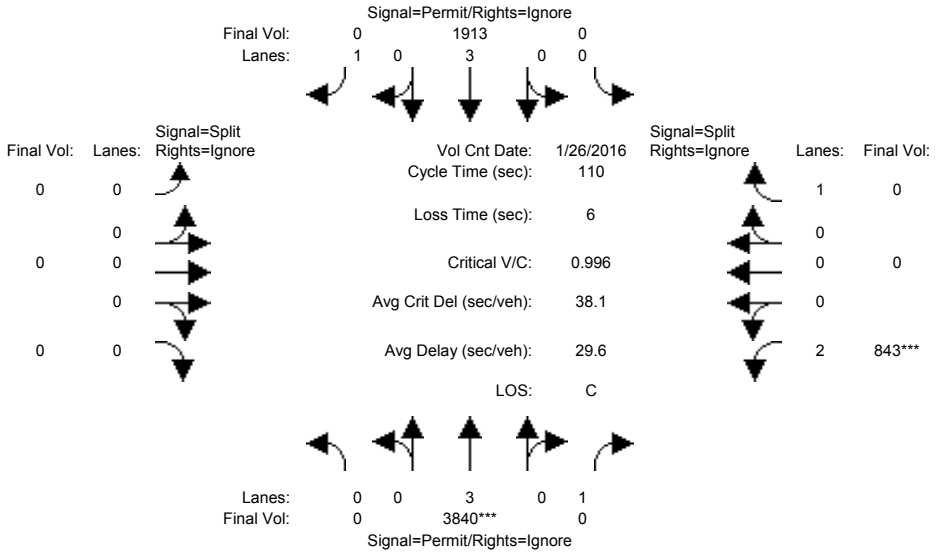
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	3810	191	0	1905	400	0	0	0	843	0	1914
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3810	191	0	1905	400	0	0	0	843	0	1914
Added Vol:	0	30	0	0	8	0	0	0	0	0	0	30
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3840	191	0	1913	400	0	0	0	843	0	1944
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3840	0	0	1913	0	0	0	0	843	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3840	0	0	1913	0	0	0	0	843	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3840	0	0	1913	0	0	0	0	843	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	74.4	0.0	0.0	74.4	0.0	0.0	0.0	0.0	29.6	0.0	0.0
Volume/Cap:	0.00	1.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	31.1	0.0	0.0	8.8	0.0	0.0	0.0	0.0	69.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.1	0.0	0.0	8.8	0.0	0.0	0.0	0.0	69.9	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	68	0	0	19	0	0	0	0	39	0	0

Note: Queue reported is the number of cars per lane.

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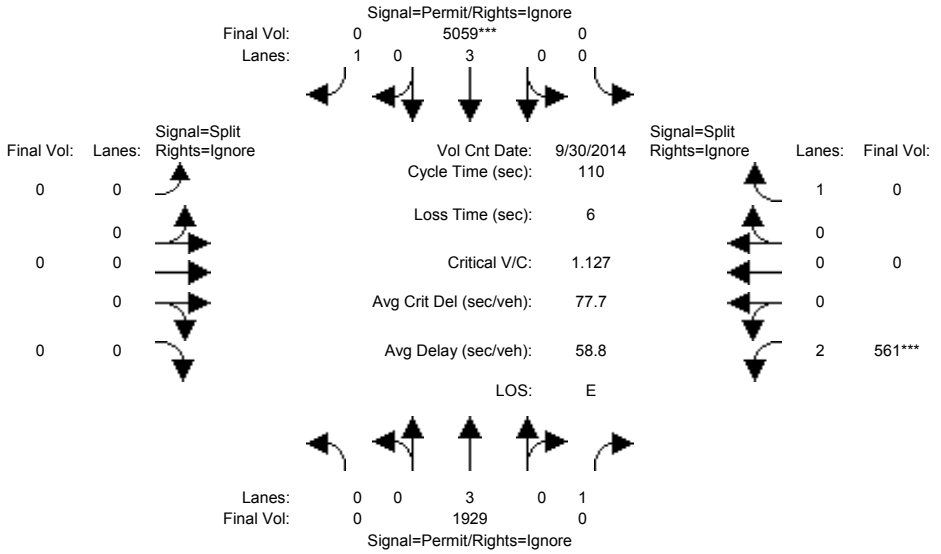
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1209: GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1923	632	0	5006	688	0	0	0	561	0	1108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1923	632	0	5006	688	0	0	0	561	0	1108
Added Vol:	0	6	0	0	53	0	0	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1929	632	0	5059	688	0	0	0	561	0	1114
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1929	0	0	5059	0	0	0	0	561	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1929	0	0	5059	0	0	0	0	561	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1929	0	0	5059	0	0	0	0	561	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.6	0.0	0.0	86.6	0.0	0.0	0.0	0.0	17.4	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.00	1.13	0.00	0.00	0.00	0.00	1.13	0.00	0.00
Delay/Veh:	0.0	3.8	0.0	0.0	72.3	0.0	0.0	0.0	0.0	126.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	0.0	0.0	72.3	0.0	0.0	0.0	0.0	126.4	0.0	0.0
LOS by Move:	A	A	A	A	E	A	A	A	A	F	A	A
HCM2k95thQ:	0	13	0	0	124	0	0	0	0	33	0	0

Note: Queue reported is the number of cars per lane.

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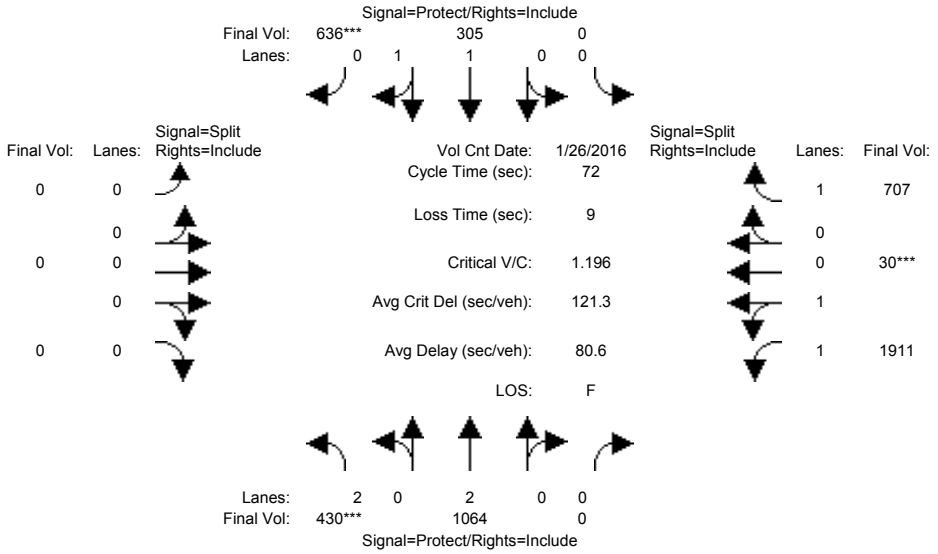
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	430	952	0	0	284	632	0	0	0	1911	30	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	952	0	0	284	632	0	0	0	1911	30	610
Added Vol:	0	129	0	0	26	6	0	0	0	0	0	104
ATI:	0	-17	0	0	-5	-2	0	0	0	0	0	-7
Initial Fut:	430	1064	0	0	305	636	0	0	0	1911	30	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	1064	0	0	305	636	0	0	0	1911	30	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1064	0	0	305	636	0	0	0	1911	30	707
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	1064	0	0	305	636	0	0	0	1911	30	707
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3495	55	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.00	0.00	0.16	0.36	0.00	0.00	0.00	0.55	0.55	0.40
Crit Moves:	****					****					****	
Green Time:	8.2	30.1	0.0	0.0	21.9	21.9	0.0	0.0	0.0	32.9	32.9	32.9
Volume/Cap:	1.20	0.67	0.00	0.00	0.53	1.20	0.00	0.00	0.00	1.20	1.20	0.88
Delay/Veh:	144.2	18.1	0.0	0.0	21.1	125.6	0.0	0.0	0.0	114.2	114	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.2	18.1	0.0	0.0	21.1	125.6	0.0	0.0	0.0	114.2	114	29.2
LOS by Move:	F	B	A	A	C	F	A	A	A	F	F	C
HCM2k95thQ:	21	18	0	0	11	49	0	0	0	73	73	33

Note: Queue reported is the number of cars per lane.

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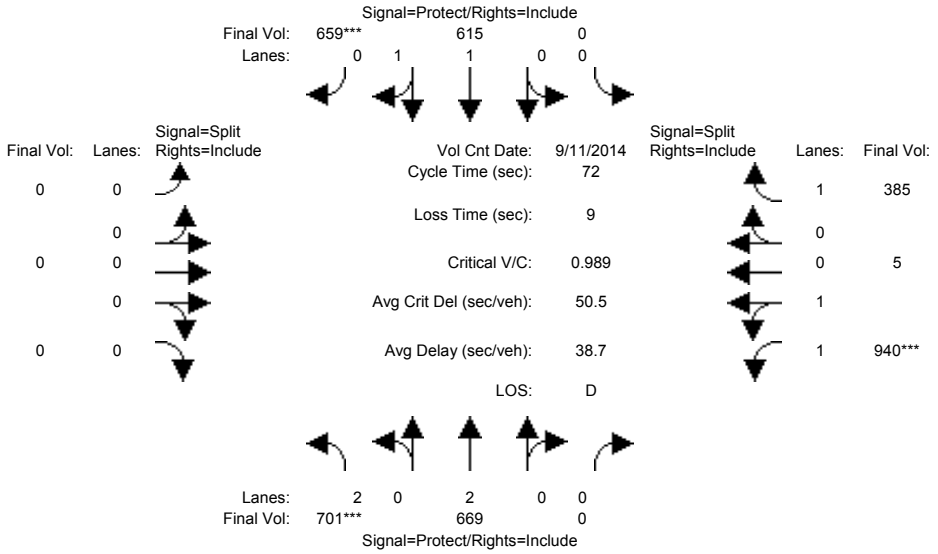
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	701	648	0	0	463	624	0	0	0	940	5	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	701	648	0	0	463	624	0	0	0	940	5	367
Added Vol:	0	24	0	0	169	40	0	0	0	0	0	19
ATI:	0	-3	0	0	-17	-5	0	0	0	0	0	-1
Initial Fut:	701	669	0	0	615	659	0	0	0	940	5	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	669	0	0	615	659	0	0	0	940	5	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	669	0	0	615	659	0	0	0	940	5	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	669	0	0	615	659	0	0	0	940	5	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3531	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.00	0.00	0.32	0.38	0.00	0.00	0.00	0.27	0.27	0.22
Crit Moves:	****					****				****		
Green Time:	16.2	43.6	0.0	0.0	27.4	27.4	0.0	0.0	0.0	19.4	19.4	19.4
Volume/Cap:	0.99	0.29	0.00	0.00	0.85	0.99	0.00	0.00	0.00	0.99	0.99	0.82
Delay/Veh:	58.7	6.9	0.0	0.0	25.2	44.5	0.0	0.0	0.0	52.5	52.5	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	6.9	0.0	0.0	25.2	44.5	0.0	0.0	0.0	52.5	52.5	35.4
LOS by Move:	E	A	A	A	C	D	A	A	A	D	D	D
HCM2k95thQ:	22	7	0	0	24	34	0	0	0	30	30	21

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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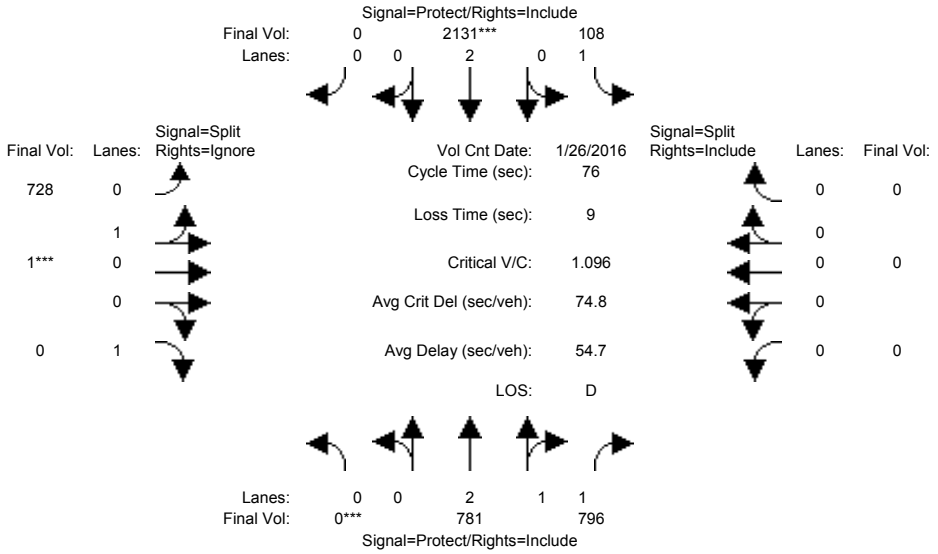
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	708	796	96	2122	0	688	1	1529	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	708	796	96	2122	0	688	1	1529	0	0	0
Added Vol:	0	84	0	14	12	0	45	0	0	0	0	0
ATI:	0	-11	0	-2	-3	0	-5	0	0	0	0	0
Initial Fut:	0	781	796	108	2131	0	728	1	1529	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	781	796	108	2131	0	728	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	781	796	108	2131	0	728	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	781	796	108	2131	0	728	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1798	2	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.23	0.06	0.56	0.00	0.41	0.41	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	27.7	27.7	11.2	38.9	0.0	28.1	28.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.62	0.42	1.10	0.00	1.10	1.10	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.6	20.4	30.5	70.3	0.0	87.8	87.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	20.4	30.5	70.3	0.0	87.8	87.8	0.0	0.0	0.0	0.0
LOS by Move:	A	B	C	C	E	A	F	F	A	A	A	A
HCM2k95thQ:	0	14	15	5	60	0	50	50	0	0	0	0

Note: Queue reported is the number of cars per lane.

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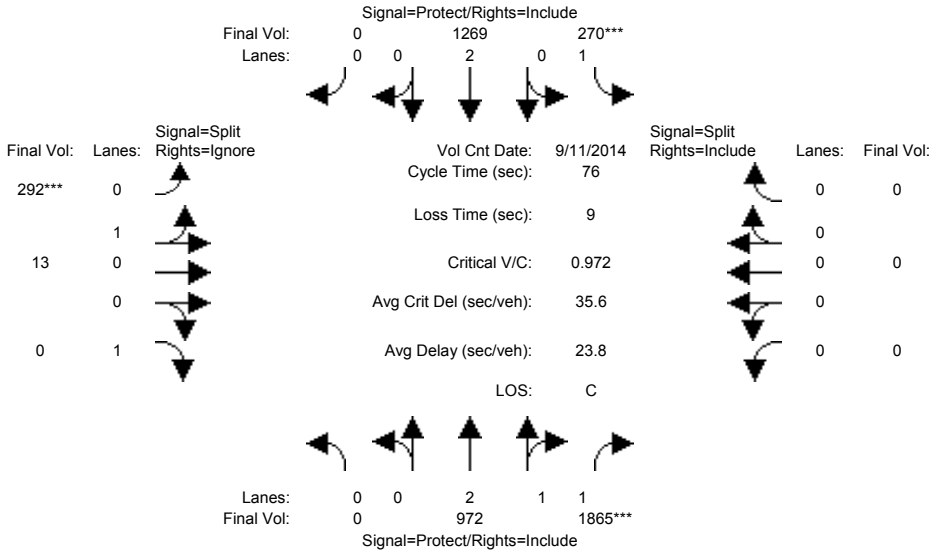
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	958	1865	183	1204	0	285	13	612	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	958	1865	183	1204	0	285	13	612	0	0	0
Added Vol:	0	16	0	93	76	0	8	0	0	0	0	0
ATI:	0	-2	0	-6	-11	0	-1	0	0	0	0	0
Initial Fut:	0	972	1865	270	1269	0	292	13	612	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	972	1865	270	1269	0	292	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	972	1865	270	1269	0	292	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	972	1865	270	1269	0	292	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1723	77	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.53	0.15	0.33	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	41.7	41.7	12.1	53.7	0.0	13.3	13.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.97	0.97	0.47	0.00	0.97	0.97	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.5	27.5	77.8	5.0	0.0	74.1	74.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	27.5	77.8	5.0	0.0	74.1	74.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	C	E	A	A	E	E	A	A	A	A
HCM2k95thQ:	0	12	42	15	12	0	23	23	0	0	0	0

Note: Queue reported is the number of cars per lane.

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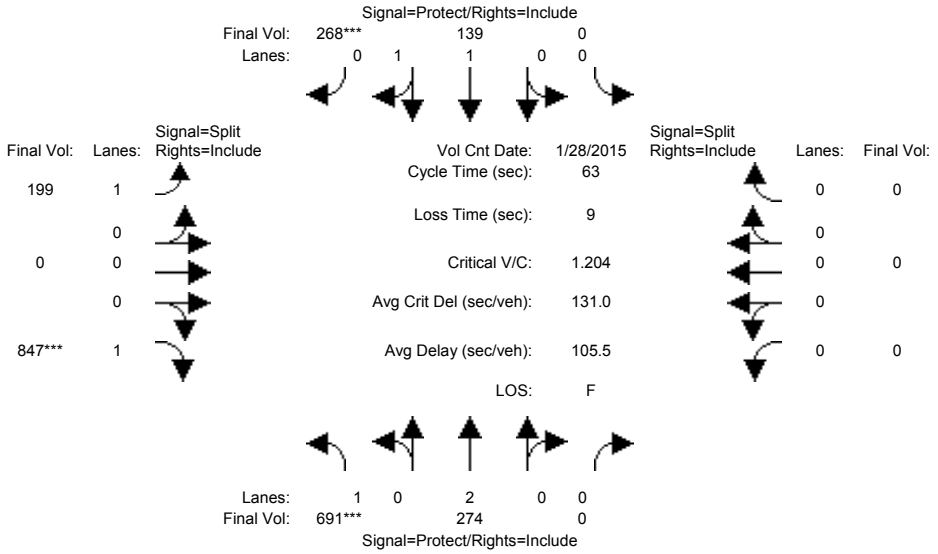
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	642	274	0	0	139	259	198	0	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	642	274	0	0	139	259	198	0	841	0	0	0
Added Vol:	54	0	0	0	0	10	1	0	7	0	0	0
ATI:	-5	0	0	0	0	-1	0	0	-1	0	0	0
Initial Fut:	691	274	0	0	139	268	199	0	847	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	691	274	0	0	139	268	199	0	847	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	274	0	0	139	268	199	0	847	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	691	274	0	0	139	268	199	0	847	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.07	0.00	0.00	0.07	0.15	0.11	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	19.8	29.8	0.0	0.0	10.0	10.0	24.2	0.0	24.2	0.0	0.0	0.0
Volume/Cap:	1.26	0.15	0.00	0.00	0.46	0.96	0.30	0.00	1.26	0.00	0.00	0.00
Delay/Veh:	152.1	9.5	0.0	0.0	24.4	61.0	13.7	0.0	147.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.1	9.5	0.0	0.0	24.4	61.0	13.7	0.0	147.5	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	E	B	A	F	A	A	A
HCM2k95thQ:	53	3	0	0	6	19	6	0	65	0	0	0

Note: Queue reported is the number of cars per lane.

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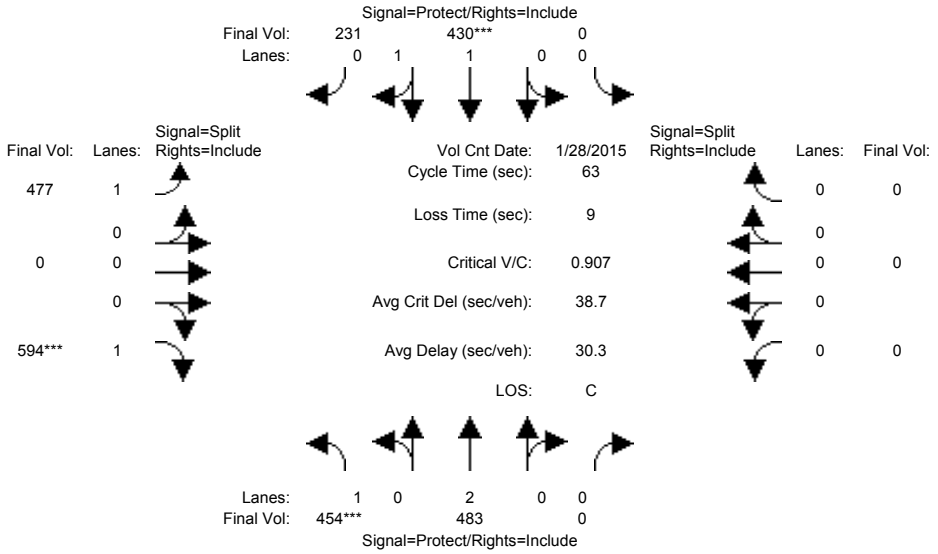
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	445	483	0	0	430	229	469	0	551	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	483	0	0	430	229	469	0	551	0	0	0
Added Vol:	10	0	0	0	0	2	9	0	48	0	0	0
ATI:	-1	0	0	0	0	0	-1	0	-5	0	0	0
Initial Fut:	454	483	0	0	430	231	477	0	594	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	483	0	0	430	231	477	0	594	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	483	0	0	430	231	477	0	594	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	483	0	0	430	231	477	0	594	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.28	0.72	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2406	1293	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.13	0.00	0.00	0.18	0.18	0.27	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.0	30.4	0.0	0.0	12.4	12.4	23.6	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.91	0.26	0.00	0.00	0.91	0.91	0.73	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	41.9	9.7	0.0	0.0	39.8	39.8	21.1	0.0	35.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	9.7	0.0	0.0	39.8	39.8	21.1	0.0	35.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	C	A	D	A	A	A
HCM2k95thQ:	19	5	0	0	19	19	17	0	25	0	0	0

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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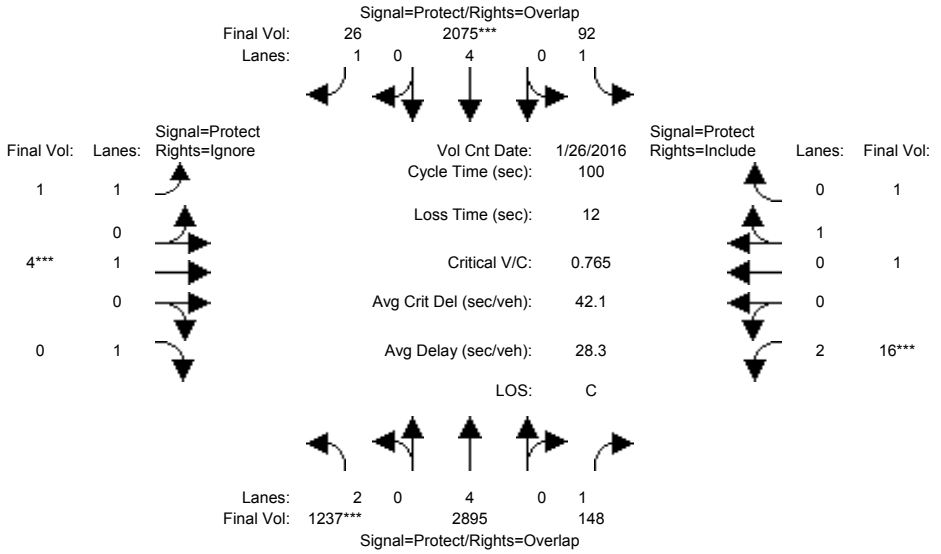
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	1237	2836	148	92	2067	26	1	4	253	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1237	2836	148	92	2067	26	1	4	253	16	1	1
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1237	2895	148	92	2075	26	1	4	253	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1237	2895	148	92	2075	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1237	2895	148	92	2075	26	1	4	0	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1237	2895	148	92	2075	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.08	0.05	0.27	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	41.9	60.0	67.0	11.0	29.1	36.1	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.94	0.64	0.13	0.48	0.94	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	40.5	13.2	6.0	43.6	43.0	20.7	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	13.2	6.0	43.6	43.0	20.7	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	D	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	35	23	3	6	31	1	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

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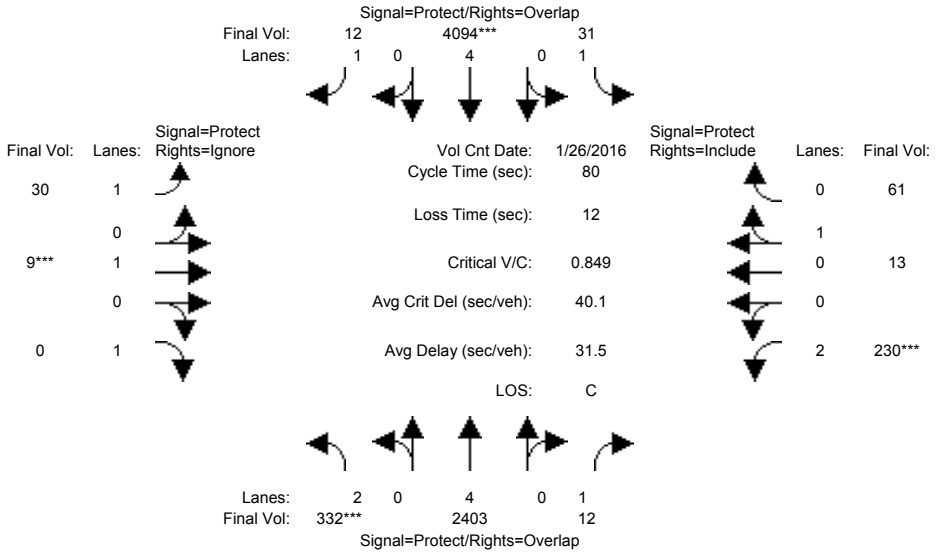
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	332	2392	12	31	4041	12	30	9	1315	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	2392	12	31	4041	12	30	9	1315	230	13	61
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	2403	12	31	4094	12	30	9	1315	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	332	2403	12	31	4094	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2403	12	31	4094	12	30	9	0	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	332	2403	12	31	4094	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.01	0.02	0.54	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	8.3	39.9	46.9	11.1	42.7	49.7	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	1.01	0.63	0.01	0.13	1.01	0.01	0.20	0.04	0.00	0.83	0.33	0.33
Delay/Veh:	88.1	15.0	6.9	30.5	35.4	5.8	34.5	30.8	0.0	55.2	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	15.0	6.9	30.5	35.4	5.8	34.5	30.8	0.0	55.2	32.8	32.8
LOS by Move:	F	B	A	C	D	A	C	C	A	E	C	C
HCM2k95thQ:	12	19	0	1	52	0	2	0	0	11	4	4

Note: Queue reported is the number of cars per lane.

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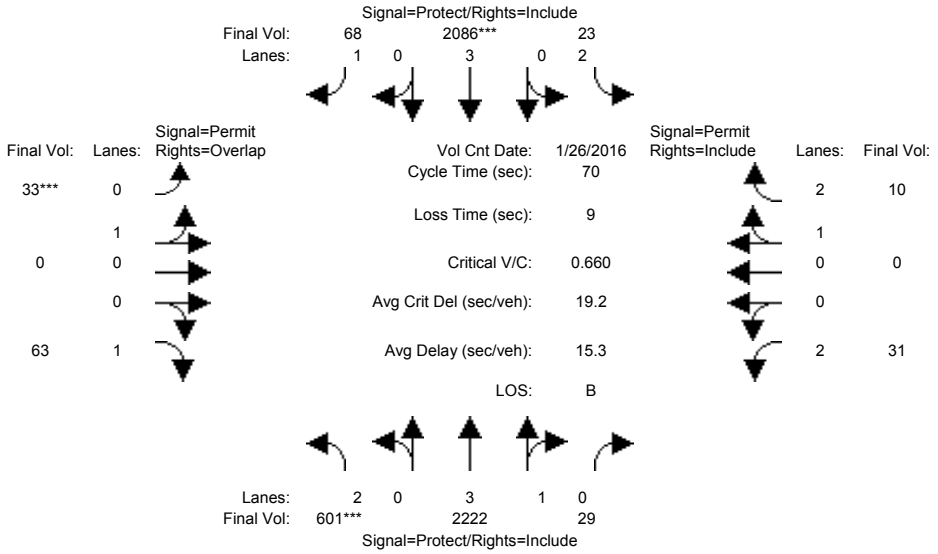
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	601	2163	29	23	2078	68	33	0	63	31	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	601	2163	29	23	2078	68	33	0	63	31	0	10
Added Vol:	0	59	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	601	2222	29	23	2086	68	33	0	63	31	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	2222	29	23	2086	68	33	0	63	31	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	2222	29	23	2086	68	33	0	63	31	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	2222	29	23	2086	68	33	0	63	31	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.95	0.05	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7403	97	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.30	0.01	0.37	0.04	0.02	0.00	0.04	0.01	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	17.5	38.3	38.3	12.7	33.5	33.5	10.0	0.0	27.5	10.0	0.0	10.0
Volume/Cap:	0.76	0.55	0.55	0.04	0.76	0.08	0.13	0.00	0.09	0.07	0.00	0.01
Delay/Veh:	28.8	10.4	10.4	23.6	16.3	9.9	26.4	0.0	13.5	26.0	0.0	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	10.4	10.4	23.6	16.3	9.9	26.4	0.0	13.5	26.0	0.0	25.8
LOS by Move:	C	B	B	C	B	A	C	A	B	C	A	C
HCM2k95thQ:	15	15	15	0	23	2	1	0	2	1	0	0

Note: Queue reported is the number of cars per lane.

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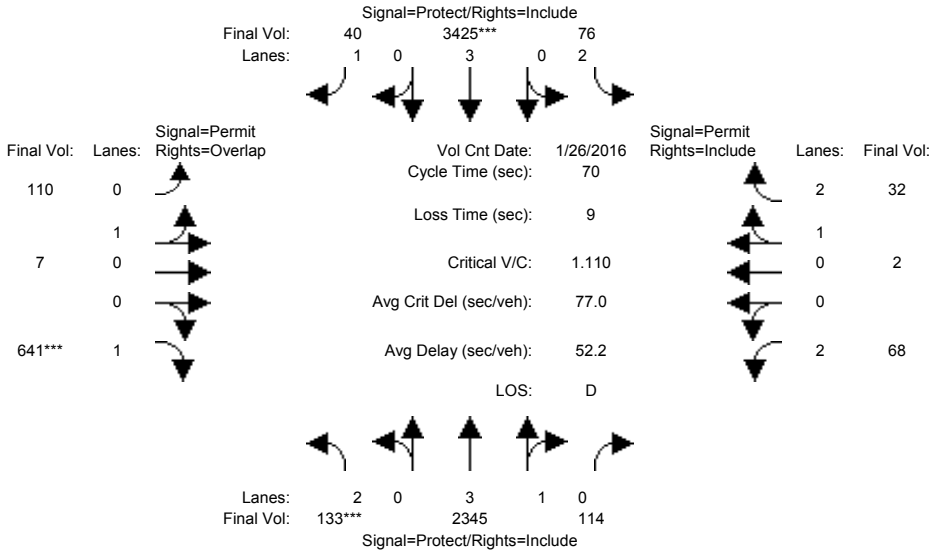
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	133	2334	114	76	3372	40	110	7	641	68	2	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2334	114	76	3372	40	110	7	641	68	2	32
Added Vol:	0	11	0	0	53	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	2345	114	76	3425	40	110	7	641	68	2	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2345	114	76	3425	40	110	7	641	68	2	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2345	114	76	3425	40	110	7	641	68	2	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	2345	114	76	3425	40	110	7	641	68	2	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.81	0.19	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.18	2.82
Final Sat.:	3150	7152	348	3150	5700	1750	1692	108	1750	3150	318	5082
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.02	0.60	0.02	0.07	0.07	0.37	0.02	0.01	0.01
Crit Moves:	****				****				****			
Green Time:	7.0	34.0	34.0	10.4	37.4	37.4	16.6	16.6	23.6	16.6	16.6	16.6
Volume/Cap:	0.42	0.67	0.67	0.16	1.12	0.04	0.27	0.27	1.09	0.09	0.03	0.03
Delay/Veh:	30.5	14.3	14.3	26.2	77.1	7.8	22.1	22.1	86.2	20.9	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	14.3	14.3	26.2	77.1	7.8	22.1	22.1	86.2	20.9	20.5	20.5
LOS by Move:	C	B	B	C	E	A	C	C	F	C	C	C
HCM2k95thQ:	3	19	19	2	66	1	4	4	40	1	0	0

Note: Queue reported is the number of cars per lane.

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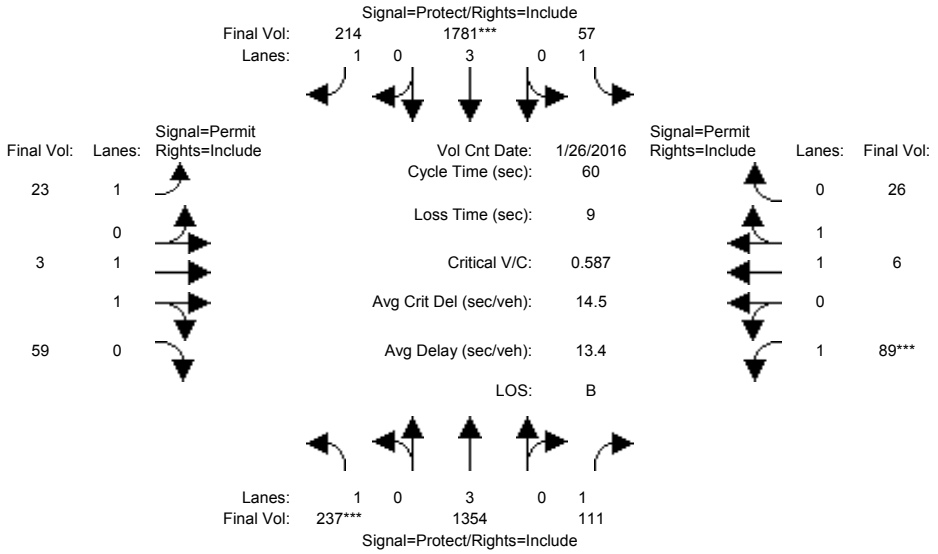
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	237	1270	111	57	1769	214	23	3	59	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	1270	111	57	1769	214	23	3	59	89	6	26
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	1354	111	57	1781	214	23	3	59	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	1354	111	57	1781	214	23	3	59	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1354	111	57	1781	214	23	3	59	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1354	111	57	1781	214	23	3	59	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.06	0.03	0.31	0.12	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.4	27.5	27.5	13.5	28.6	28.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.66	0.52	0.14	0.14	0.66	0.26	0.08	0.01	0.20	0.31	0.02	0.09
Delay/Veh:	26.2	11.7	9.5	18.8	12.5	9.5	21.2	20.9	21.9	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	11.7	9.5	18.8	12.5	9.5	21.2	20.9	21.9	22.5	20.9	21.3
LOS by Move:	C	B	A	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	8	11	2	2	14	5	1	0	2	4	0	1

Note: Queue reported is the number of cars per lane.

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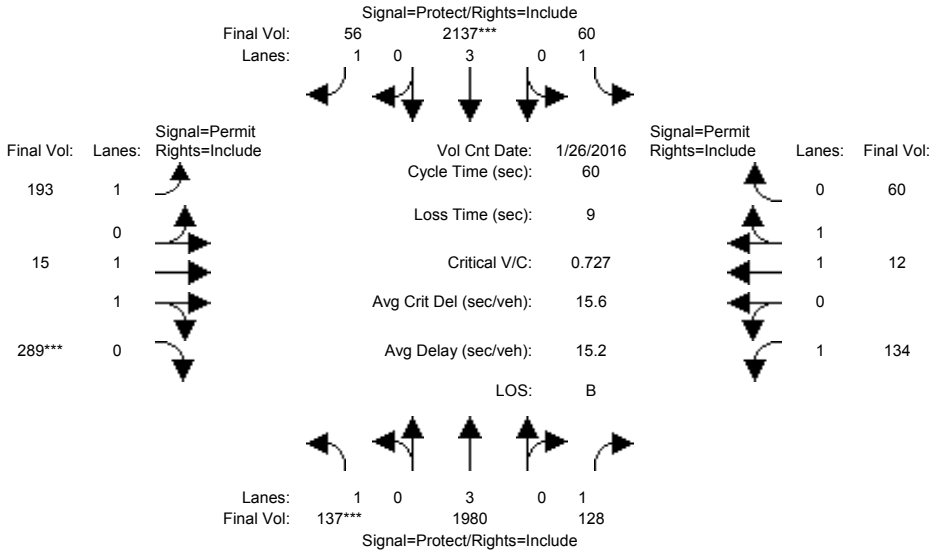
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	137	1964	128	60	2061	56	193	15	289	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1964	128	60	2061	56	193	15	289	134	12	60
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1980	128	60	2137	56	193	15	289	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1980	128	60	2137	56	193	15	289	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1980	128	60	2137	56	193	15	289	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1980	128	60	2137	56	193	15	289	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.07	0.03	0.37	0.03	0.11	0.01	0.17	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	28.1	28.1	9.4	30.5	30.5	13.5	13.5	13.5	13.5	13.5	13.5
Volume/Cap:	0.67	0.74	0.16	0.22	0.74	0.06	0.49	0.04	0.74	0.34	0.03	0.15
Delay/Veh:	33.8	14.1	9.2	22.5	12.6	7.5	21.3	18.2	28.4	20.1	18.2	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	14.1	9.2	22.5	12.6	7.5	21.3	18.2	28.4	20.1	18.2	18.8
LOS by Move:	C	B	A	C	B	A	C	B	C	C	B	B
HCM2k95thQ:	5	17	3	2	18	1	8	0	14	5	0	2

Note: Queue reported is the number of cars per lane.

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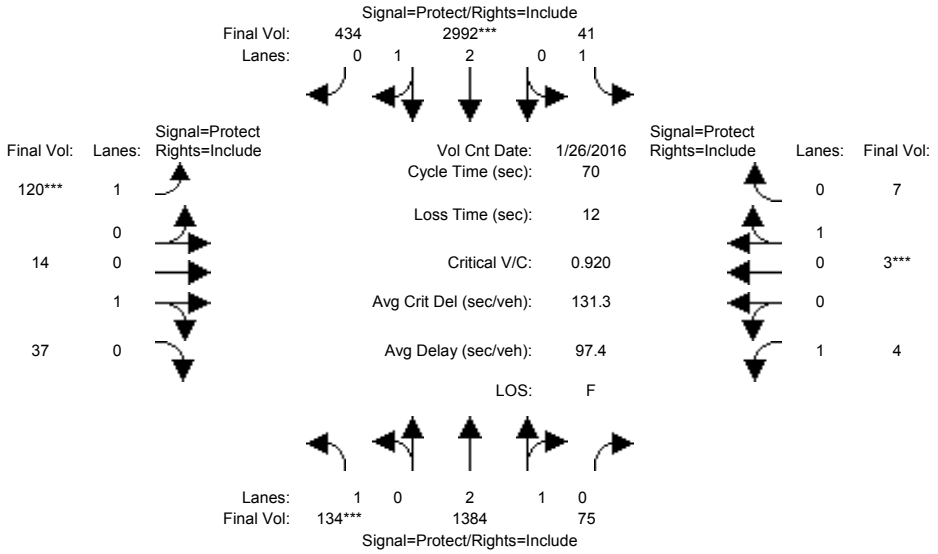
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	134	1300	75	41	2980	434	120	14	37	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1300	75	41	2980	434	120	14	37	4	3	7
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1384	75	41	2992	434	120	14	37	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1384	75	41	2992	434	120	14	37	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1384	75	41	2992	434	120	14	37	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1384	75	41	2992	434	120	14	37	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.61	0.39	1.00	0.27	0.73	1.00	0.30	0.70
Final Sat.:	1750	5312	288	1750	4890	709	1750	494	1306	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.02	0.61	0.61	0.07	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.6	29.6	11.4	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.77	0.62	0.62	0.14	1.26	1.26	0.69	0.20	0.20	0.02	0.04	0.04
Delay/Veh:	48.8	16.2	16.2	25.4	138	138.0	41.2	26.8	26.8	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	16.2	16.2	25.4	138	138.0	41.2	26.8	26.8	28.5	25.9	25.9
LOS by Move:	D	B	B	C	F	F	D	C	C	C	C	C
HCM2k95thQ:	7	15	15	2	81	81	8	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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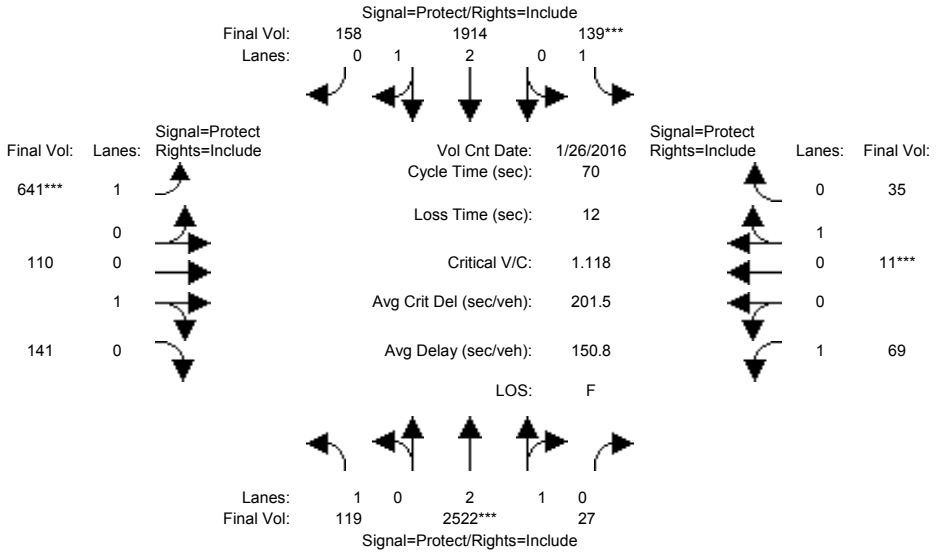
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	2506	27	139	1838	158	641	110	141	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	2506	27	139	1838	158	641	110	141	69	11	35
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	2522	27	139	1914	158	641	110	141	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	2522	27	139	1914	158	641	110	141	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2522	27	139	1914	158	641	110	141	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2522	27	139	1914	158	641	110	141	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.76	0.24	1.00	0.44	0.56	1.00	0.24	0.76
Final Sat.:	1750	5541	59	1750	5172	427	1750	789	1011	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.08	0.37	0.37	0.37	0.14	0.14	0.04	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	7.0	22.7	22.7	7.0	22.7	22.7	18.3	16.6	16.6	11.6	10.0	10.0
Volume/Cap:	0.68	1.40	1.40	0.79	1.14	1.14	1.40	0.59	0.59	0.24	0.18	0.18
Delay/Veh:	40.8	208	208.2	52.4	93.9	93.9	219.8	25.8	25.8	25.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	208	208.2	52.4	93.9	93.9	219.8	25.8	25.8	25.7	26.7	26.7
LOS by Move:	D	F	F	D	F	F	F	C	C	C	C	C
HCM2k95thQ:	5	75	75	7	44	44	65	11	11	3	2	2

Note: Queue reported is the number of cars per lane.

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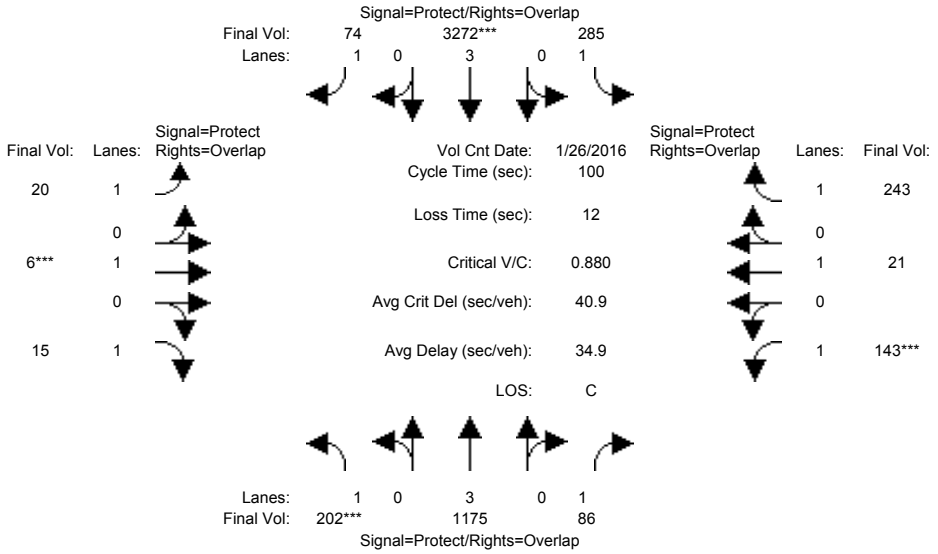
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	202	1091	86	285	3260	74	20	6	15	143	21	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1091	86	285	3260	74	20	6	15	143	21	243
Added Vol:	0	84	0	0	12	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1175	86	285	3272	74	20	6	15	143	21	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1175	86	285	3272	74	20	6	15	143	21	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1175	86	285	3272	74	20	6	15	143	21	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1175	86	285	3272	74	20	6	15	143	21	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.05	0.16	0.57	0.04	0.01	0.00	0.01	0.08	0.01	0.14
Crit Moves:	****				****			****		****		
Green Time:	11.7	39.0	47.2	30.8	58.1	65.6	7.5	10.0	21.7	8.3	10.7	41.5
Volume/Cap:	0.99	0.53	0.10	0.53	0.99	0.06	0.15	0.03	0.04	0.99	0.10	0.33
Delay/Veh:	103.6	23.7	14.7	29.6	33.7	6.2	43.8	40.7	31.0	117.1	40.5	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.6	23.7	14.7	29.6	33.7	6.2	43.8	40.7	31.0	117.1	40.5	20.1
LOS by Move:	F	C	B	C	C	A	D	D	C	F	D	C
HCM2k95thQ:	16	17	3	14	52	2	2	0	1	16	1	11

Note: Queue reported is the number of cars per lane.

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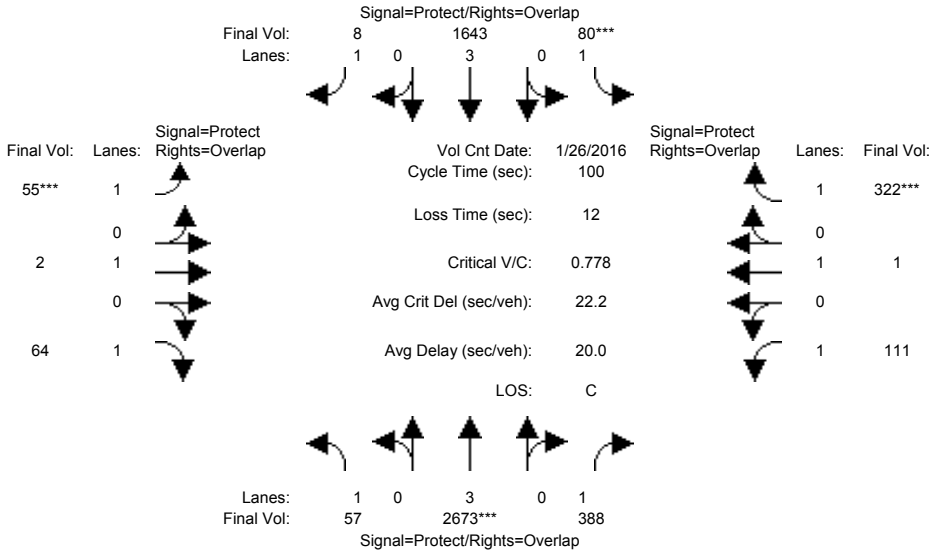
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4006: GREAT AMERICA /GREAT AMERICA WAY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	57	2657	388	80	1567	8	55	2	64	111	1	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2657	388	80	1567	8	55	2	64	111	1	322
Added Vol:	0	16	0	0	76	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2673	388	80	1643	8	55	2	64	111	1	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2673	388	80	1643	8	55	2	64	111	1	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2673	388	80	1643	8	55	2	64	111	1	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2673	388	80	1643	8	55	2	64	111	1	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.22	0.05	0.29	0.00	0.03	0.00	0.04	0.06	0.00	0.18
Crit Moves:		****		****			****					****
Green Time:	13.0	59.5	68.4	7.0	53.5	60.5	7.0	12.6	25.6	8.8	14.5	21.5
Volume/Cap:	0.25	0.79	0.32	0.65	0.54	0.01	0.45	0.01	0.14	0.72	0.00	0.86
Delay/Veh:	39.7	16.7	6.6	57.3	15.4	7.8	47.3	38.2	28.9	59.3	36.6	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	16.7	6.6	57.3	15.4	7.8	47.3	38.2	28.9	59.3	36.6	55.2
LOS by Move:	D	B	A	E	B	A	D	D	C	E	D	E
HCM2k95thQ:	3	33	9	5	20	0	5	0	3	10	0	24

Note: Queue reported is the number of cars per lane.

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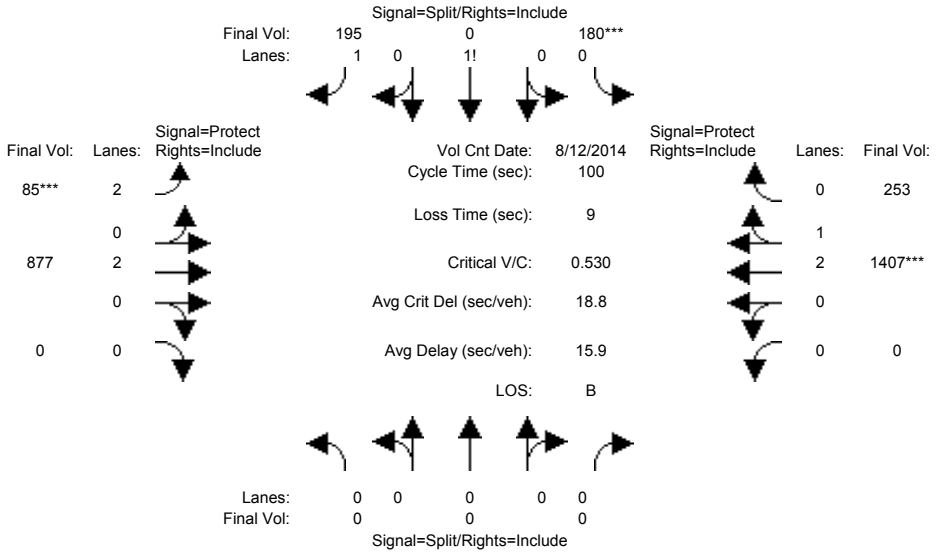
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	177	0	195	85	876	0	0	1397	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	177	0	195	85	876	0	0	1397	229
Added Vol:	0	0	0	3	0	0	0	1	0	0	10	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	195	85	877	0	0	1407	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	180	0	195	85	877	0	0	1407	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	195	85	877	0	0	1407	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	195	85	877	0	0	1407	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.65	0.00	1.35	2.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1135	0	2365	3150	3800	0	0	4745	853
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.08	0.03	0.23	0.00	0.00	0.30	0.30
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.3	0.0	29.3	7.0	61.7	0.0	0.0	54.7	54.7
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.28	0.39	0.37	0.00	0.00	0.54	0.54
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	27.4	45.6	9.6	0.0	0.0	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.6	0.0	27.4	45.6	9.6	0.0	0.0	14.8	14.8
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	15	0	7	4	13	0	0	20	20

Note: Queue reported is the number of cars per lane.

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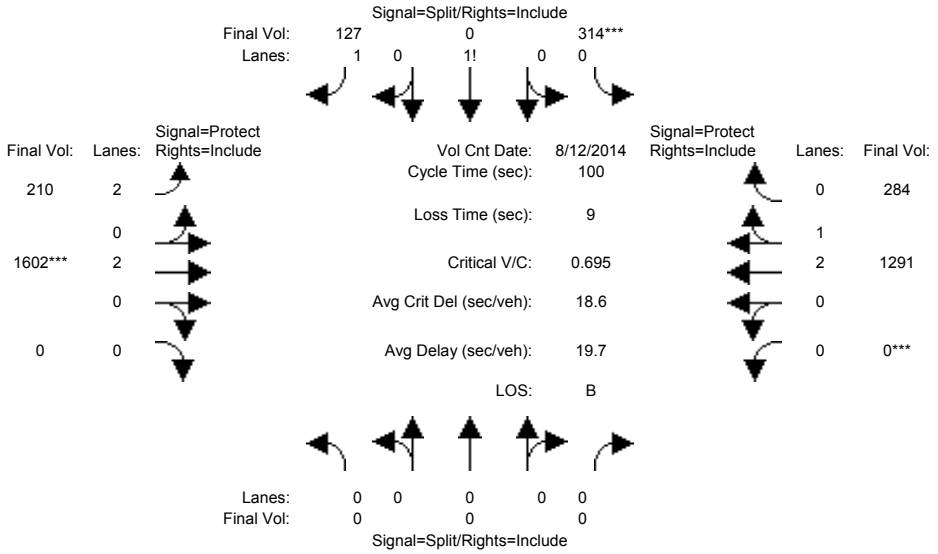
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4009: TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	0	0	292	0	127	210	1593	0	0	1289	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	292	0	127	210	1593	0	0	1289	280
Added Vol:	0	0	0	22	0	0	0	9	0	0	2	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	314	0	127	210	1602	0	0	1291	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	314	0	127	210	1602	0	0	1291	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	314	0	127	210	1602	0	0	1291	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	314	0	127	210	1602	0	0	1291	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	0.83	0.00	1.17	2.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	0	0	0	1490	0	2051	3150	3800	0	0	4589	1009
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.06	0.07	0.42	0.00	0.00	0.28	0.28
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.3	0.0	30.3	12.1	60.7	0.0	0.0	48.6	48.6
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.20	0.55	0.69	0.00	0.00	0.58	0.58
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	25.9	43.1	14.3	0.0	0.0	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	25.9	43.1	14.3	0.0	0.0	18.7	18.7
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	22	0	5	9	30	0	0	21	21

Note: Queue reported is the number of cars per lane.

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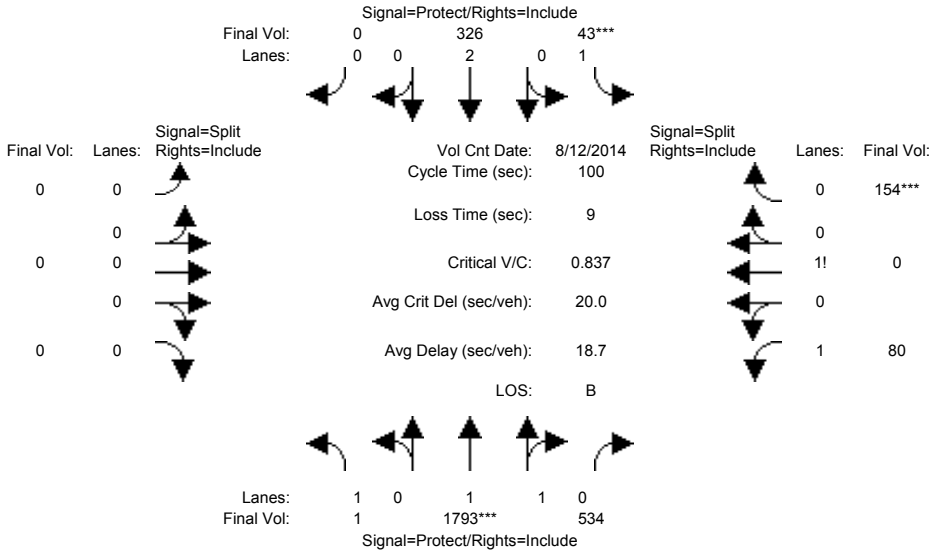
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	1	1763	534	40	322	0	0	0	0	80	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1763	534	40	322	0	0	0	0	80	0	130
Added Vol:	0	30	0	3	4	0	0	0	0	0	0	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1793	534	43	326	0	0	0	0	80	0	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1793	534	43	326	0	0	0	0	80	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1793	534	43	326	0	0	0	0	80	0	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1793	534	43	326	0	0	0	0	80	0	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.53	0.47	1.00	2.00	0.00	0.00	0.00	0.00	1.21	0.00	0.79
Final Sat.:	1750	2850	849	1750	3800	0	0	0	0	2119	0	1420
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.63	0.02	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.11
Crit Moves:		****		****								****
Green Time:	32.4	71.7	71.7	7.0	46.3	0.0	0.0	0.0	0.0	12.3	0.0	12.3
Volume/Cap:	0.00	0.88	0.88	0.35	0.19	0.00	0.00	0.00	0.00	0.31	0.00	0.88
Delay/Veh:	22.9	14.5	14.5	46.1	15.8	0.0	0.0	0.0	0.0	40.1	0.0	69.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	14.5	14.5	46.1	15.8	0.0	0.0	0.0	0.0	40.1	0.0	69.5
LOS by Move:	C	B	B	D	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	49	49	3	6	0	0	0	0	5	0	17

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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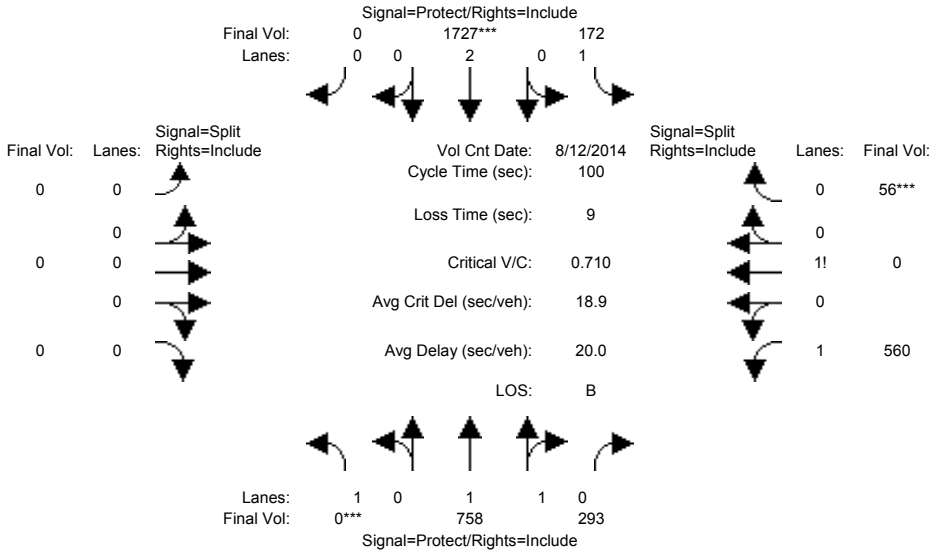
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4010: LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Aug 2014 <<												
Base Vol:	0	752	293	150	1700	0	0	0	0	560	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	752	293	150	1700	0	0	0	0	560	0	52
Added Vol:	0	6	0	22	27	0	0	0	0	0	0	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	758	293	172	1727	0	0	0	0	560	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	758	293	172	1727	0	0	0	0	560	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	758	293	172	1727	0	0	0	0	560	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	758	293	172	1727	0	0	0	0	560	0	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.43	0.57	1.00	2.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	1750	2668	1031	1750	3800	0	0	0	0	3208	0	292
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.10	0.45	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****							****
Green Time:	0.0	47.5	47.5	16.4	64.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.60	0.60	0.60	0.71	0.00	0.00	0.00	0.00	0.65	0.00	0.71
Delay/Veh:	0.0	19.8	19.8	42.1	12.9	0.0	0.0	0.0	0.0	33.8	0.0	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	19.8	42.1	12.9	0.0	0.0	0.0	0.0	33.8	0.0	35.7
LOS by Move:	A	B	B	D	B	A	A	A	A	C	A	D
HCM2k95thQ:	0	22	22	10	29	0	0	0	0	18	0	21

Note: Queue reported is the number of cars per lane.

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America Center Phase 3 Building 5
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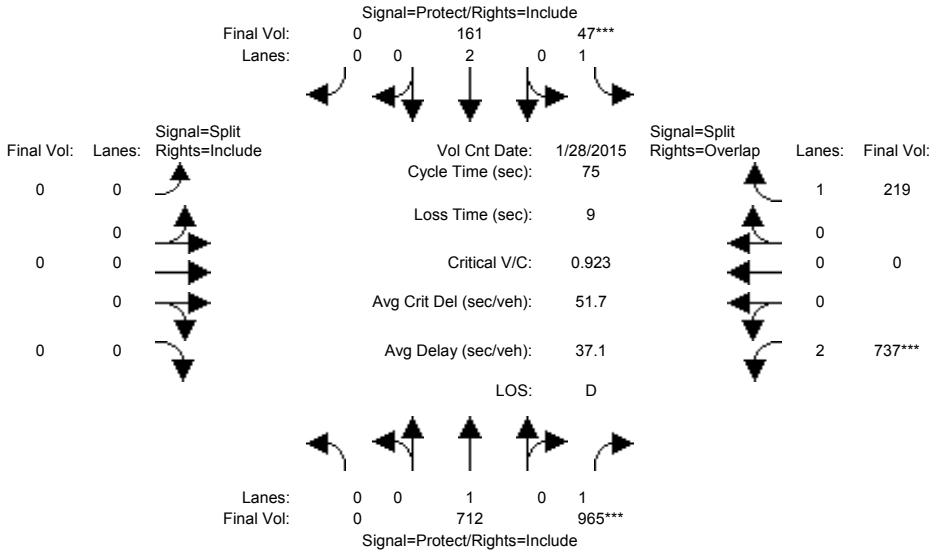
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	502	965	40	136	0	0	0	0	737	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	965	40	136	0	0	0	0	737	0	161
Added Vol:	0	233	0	9	32	0	0	0	0	0	0	64
ATI:	0	-23	0	-2	-7	0	0	0	0	0	0	-6
Initial Fut:	0	712	965	47	161	0	0	0	0	737	0	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	712	965	47	161	0	0	0	0	737	0	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	965	47	161	0	0	0	0	737	0	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	712	965	47	161	0	0	0	0	737	0	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.55	0.03	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.13
Crit Moves:			****	****						****		
Green Time:	0.0	41.4	41.4	7.0	48.4	0.0	0.0	0.0	0.0	17.6	0.0	24.6
Volume/Cap:	0.00	0.68	1.00	0.29	0.07	0.00	0.00	0.00	0.00	1.00	0.00	0.38
Delay/Veh:	0.0	13.8	45.3	32.7	4.9	0.0	0.0	0.0	0.0	61.4	0.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	45.3	32.7	4.9	0.0	0.0	0.0	0.0	61.4	0.0	19.8
LOS by Move:	A	B	D	C	A	A	A	A	A	E	A	B
HCM2k95thQ:	0	21	47	3	1	0	0	0	0	25	0	8

Note: Queue reported is the number of cars per lane.

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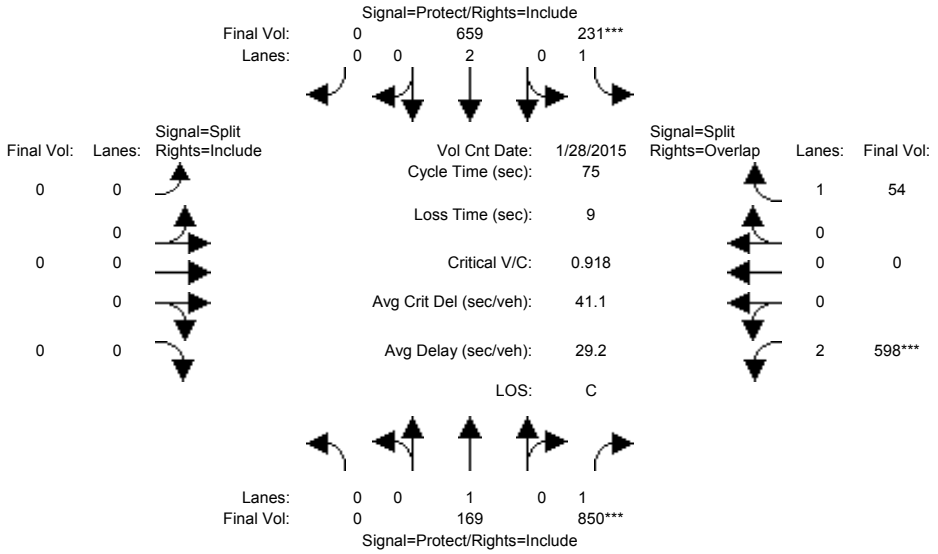
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4119: GREAT AMERICA/GOLD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 <<												
Base Vol:	0	130	850	179	472	0	0	0	0	598	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	850	179	472	0	0	0	0	598	0	43
Added Vol:	0	43	0	58	209	0	0	0	0	0	0	12
ATI:	0	-4	0	-6	-22	0	0	0	0	0	0	-1
Initial Fut:	0	169	850	231	659	0	0	0	0	598	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	850	231	659	0	0	0	0	598	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	169	850	231	659	0	0	0	0	598	0	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	169	850	231	659	0	0	0	0	598	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.49	0.13	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	39.7	39.7	10.8	50.5	0.0	0.0	0.0	0.0	15.5	0.0	26.3
Volume/Cap:	0.00	0.17	0.92	0.92	0.26	0.00	0.00	0.00	0.00	0.92	0.00	0.09
Delay/Veh:	0.0	9.2	29.9	67.1	4.9	0.0	0.0	0.0	0.0	47.1	0.0	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	29.9	67.1	4.9	0.0	0.0	0.0	0.0	47.1	0.0	16.4
LOS by Move:	A	A	C	E	A	A	A	A	A	D	A	B
HCM2k95thQ:	0	4	37	18	6	0	0	0	0	18	0	2

Note: Queue reported is the number of cars per lane.

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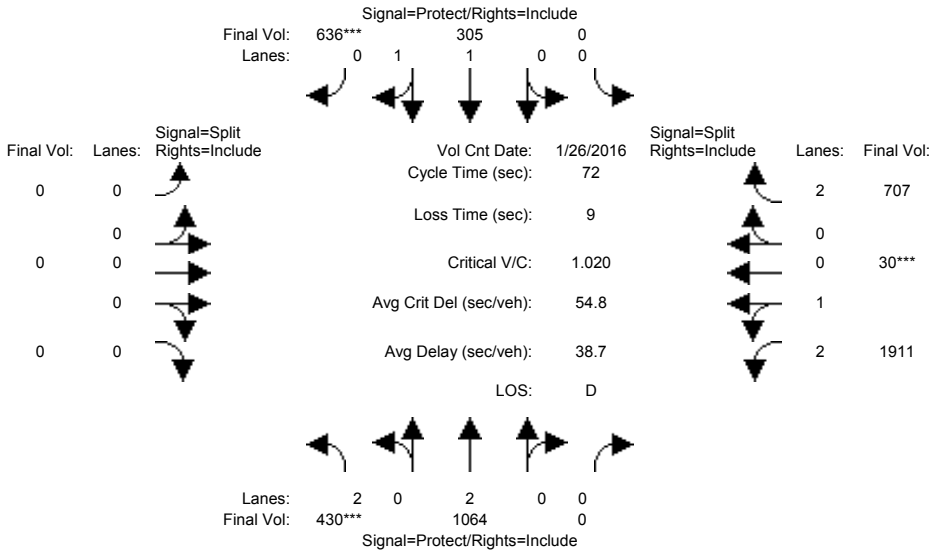
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project w/Mitigation (AM)

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	430	952	0	0	284	632	0	0	0	1911	30	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	952	0	0	284	632	0	0	0	1911	30	610
Added Vol:	0	129	0	0	26	6	0	0	0	0	0	104
ATI:	0	-17	0	0	-5	-2	0	0	0	0	0	-7
Initial Fut:	430	1064	0	0	305	636	0	0	0	1911	30	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	1064	0	0	305	636	0	0	0	1911	30	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1064	0	0	305	636	0	0	0	1911	30	707
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	1064	0	0	305	636	0	0	0	1911	30	707
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.96	0.04	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4873	76	3150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.00	0.00	0.16	0.36	0.00	0.00	0.00	0.39	0.39	0.22
Crit Moves:	****					****					****	
Green Time:	9.6	35.3	0.0	0.0	25.7	25.7	0.0	0.0	0.0	27.7	27.7	27.7
Volume/Cap:	1.02	0.57	0.00	0.00	0.45	1.02	0.00	0.00	0.00	1.02	1.02	0.58
Delay/Veh:	80.0	13.4	0.0	0.0	17.9	57.8	0.0	0.0	0.0	47.8	47.8	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	13.4	0.0	0.0	17.9	57.8	0.0	0.0	0.0	47.8	47.8	18.3
LOS by Move:	F	B	A	A	B	E	A	A	A	D	D	B
HCM2k95thQ:	15	15	0	0	10	36	0	0	0	42	42	15

Note: Queue reported is the number of cars per lane.

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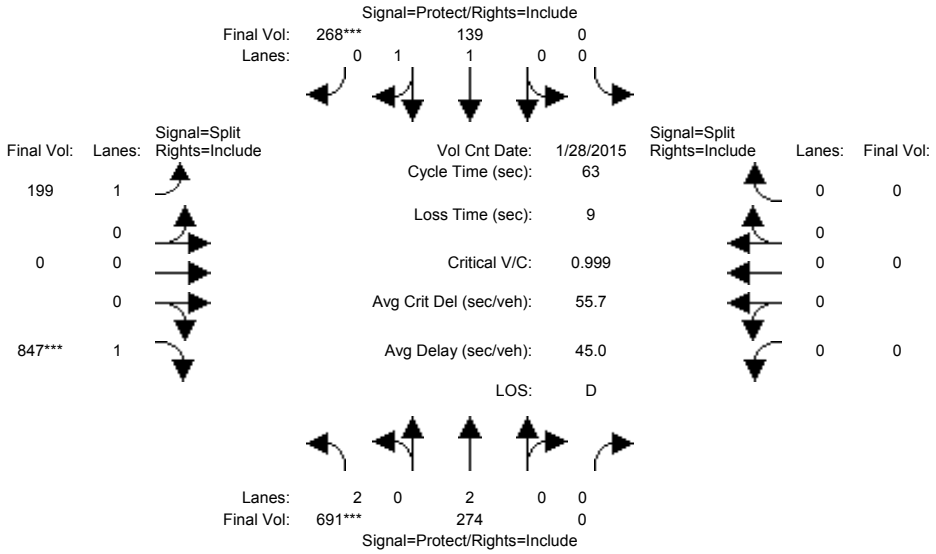
America Center Phase 3 Building 5
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project w/Mitigation (AM)

Intersection #3557: GOLD/LAFAYETTE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2015 << 7:45-8:45AM												
Base Vol:	642	274	0	0	139	259	198	0	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	642	274	0	0	139	259	198	0	841	0	0	0
Added Vol:	54	0	0	0	0	10	1	0	7	0	0	0
ATI:	-5	0	0	0	0	-1	0	0	-1	0	0	0
Initial Fut:	691	274	0	0	139	268	199	0	847	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	691	274	0	0	139	268	199	0	847	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	274	0	0	139	268	199	0	847	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	691	274	0	0	139	268	199	0	847	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.00	0.00	0.07	0.15	0.11	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	13.7	23.7	0.0	0.0	10.0	10.0	30.3	0.0	30.3	0.0	0.0	0.0
Volume/Cap:	1.01	0.19	0.00	0.00	0.46	0.96	0.24	0.00	1.01	0.00	0.00	0.00
Delay/Veh:	60.8	13.3	0.0	0.0	24.4	61.0	9.7	0.0	49.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	13.3	0.0	0.0	24.4	61.0	9.7	0.0	49.1	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	E	A	A	D	A	A	A
HCM2k95thQ:	18	3	0	0	6	19	5	0	40	0	0	0

Note: Queue reported is the number of cars per lane.

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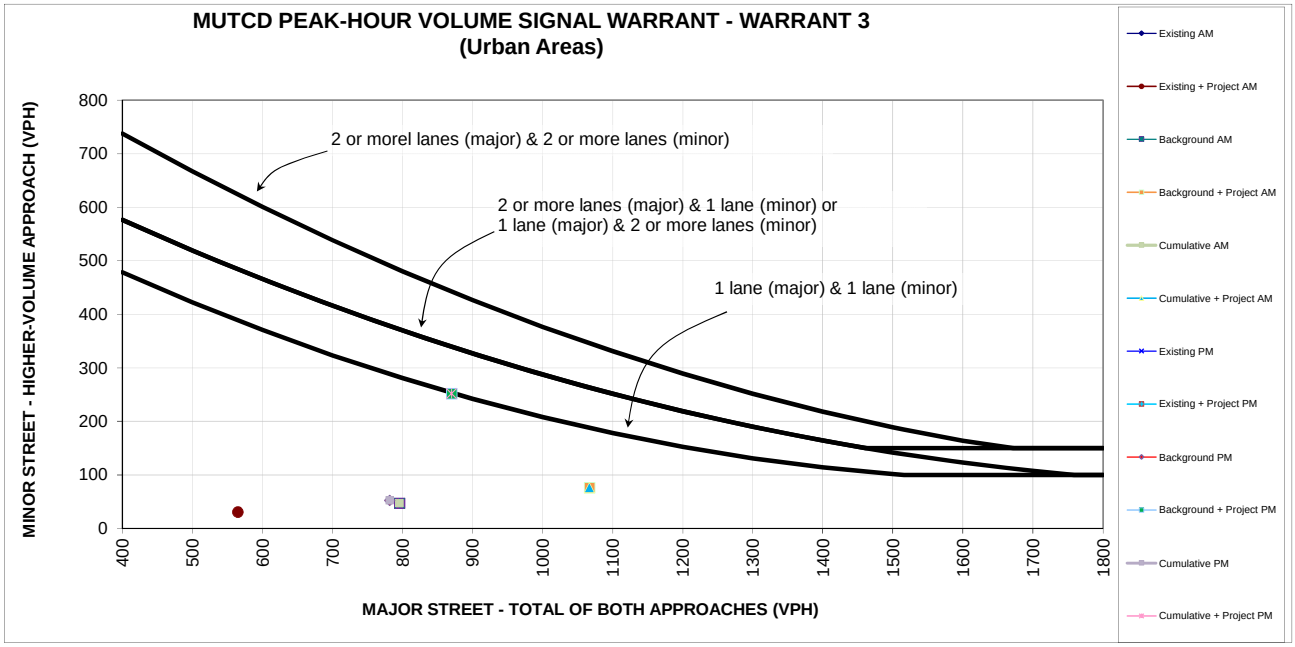
Appendix E

Operations Analysis

America Center Phase 3 Building 5

17 . America Center Drive & America Center Court



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

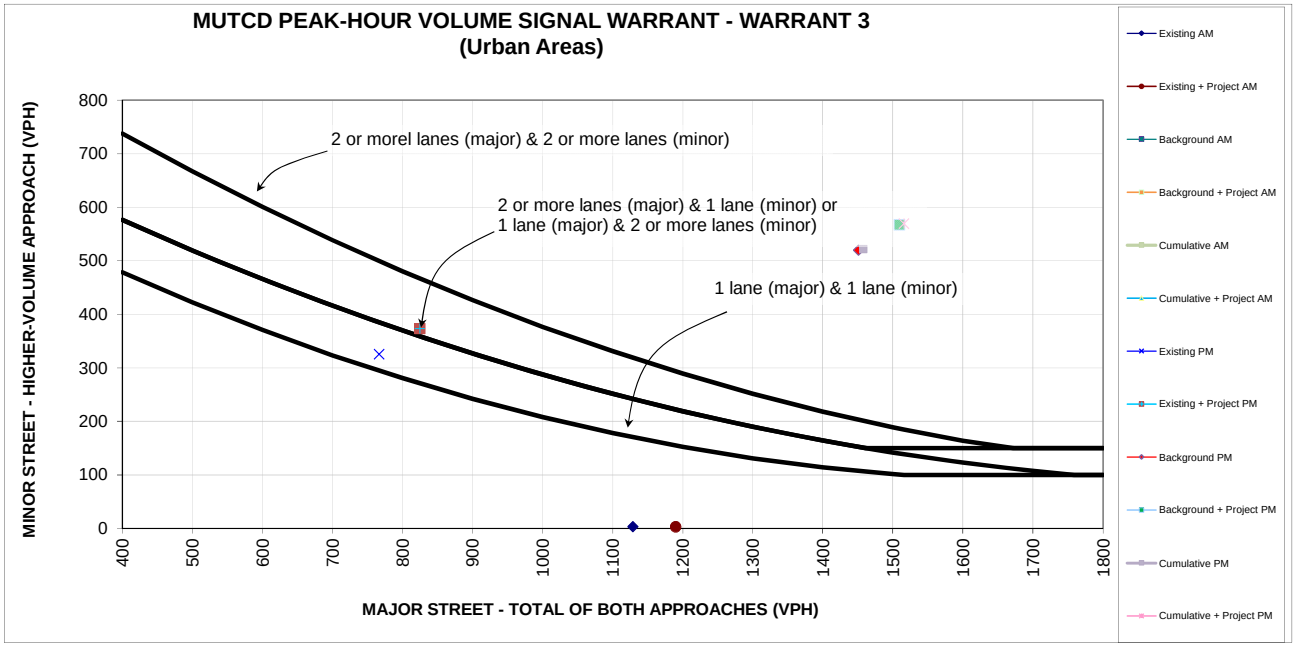
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative AM	Cumulative + Project AM
Major Street - Both Approaches	America Center Drive		X	258	565	796	1067	796	1067
Minor Street - Highest Approach	America Center Court	X		0	31	47	76	47	76
Maximum warrant threshold for minor street volume				663	485	372	263	372	263
Difference between warrant threshold & minor street volume				663	454	325	187	325	187
		Warrant Met?		No	No	No	No	No	No

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative PM	Cumulative + Project PM
Major Street - Both Approaches	America Center Drive		X	264	383	782	870	782	870
Minor Street - Highest Approach	America Center Court	X		15	218	52	252	52	252
Maximum warrant threshold for minor street volume				659	586	378	340	378	340
Difference between warrant threshold & minor street volume				644	368	326	88	326	88
		Warrant Met?		No	No	No	No	No	No

America Center Phase 3 Building 5

18 . Lafayette Street & Great America Way



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative AM	Cumulative + Project AM
Major Street - Both Approaches	Lafayette Street	X		1129	1190	2046	2107	2043	2104
Minor Street - Highest Approach (With RT Red.)	Great America Way		X	3	3	83	83	89	89
Maximum warrant threshold for minor street volume				242	222	150	150	150	150
Difference between warrant threshold & minor street volume				239	219	67	67	61	61
		Warrant Met?		No	No	No	No	No	No

PM Peak Hour

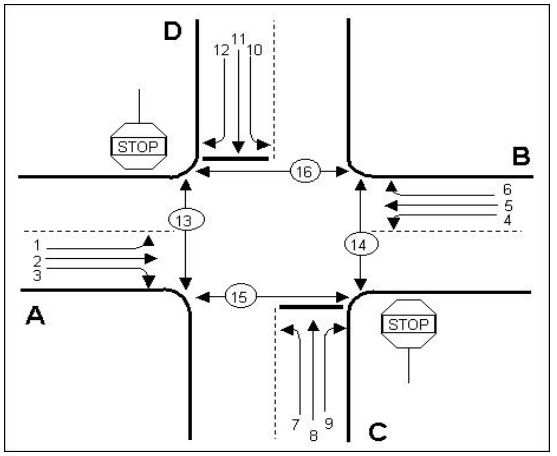
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative PM	Cumulative + Project PM
Major Street - Both Approaches	Lafayette Street	X		767	825	1451	1509	1458	1516
Minor Street - Highest Approach (With RT Red.)	Great America Way		X	326	374	520	568	522	570
Maximum warrant threshold for minor street volume				385	359	152	150	151	150
Difference between warrant threshold & minor street volume				60	14	367	418	371	420
		Warrant Met?		No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Existing AM at Lafayette Street and Great America Way

INPUT

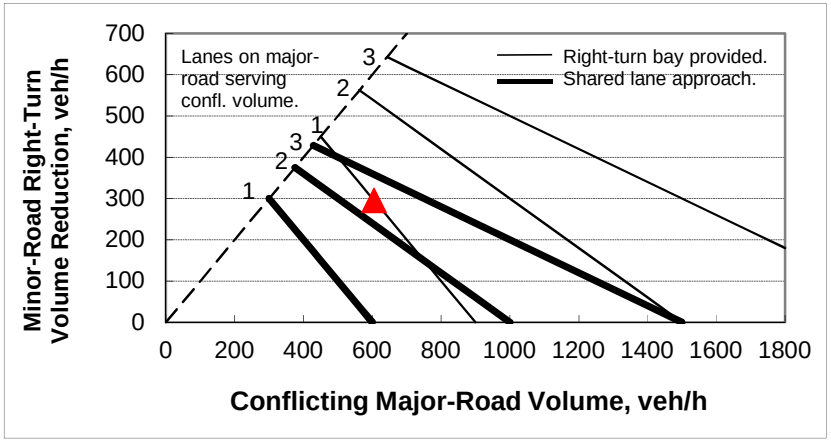
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	147
	3	Right	24
Major B	5	Through	603
	6	Right	4
Minor C	7	Left	3
	8	Through	0
	9	Right	67
Minor D	10	Left	0
	11	Through	0
	12	Right	0



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	159
Conflicting major-road volume (V_{c12}), veh/h:	605
Right-turn volume reduction (V_{r9}), veh/h:	741
Right-turn volume reduction (V_{r12}), veh/h:	295
Adjusted right-turn volume reduction (V_{r9}), veh/h:	67
Adjusted right-turn volume reduction (V_{r12}), veh/h:	0
Adjusted minor-road volume, veh/h:	3
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

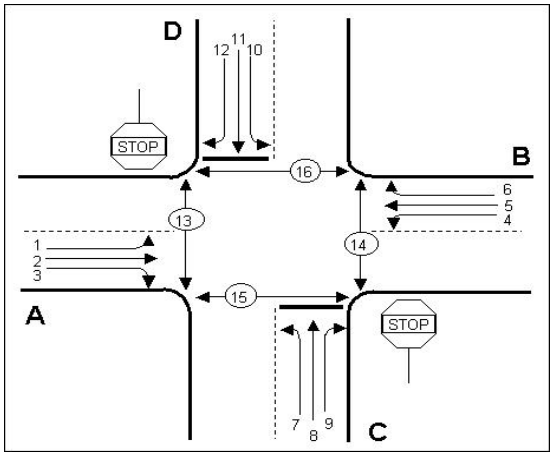


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Existing Plus Project AM at Lafayette Street and Great America Way

INPUT

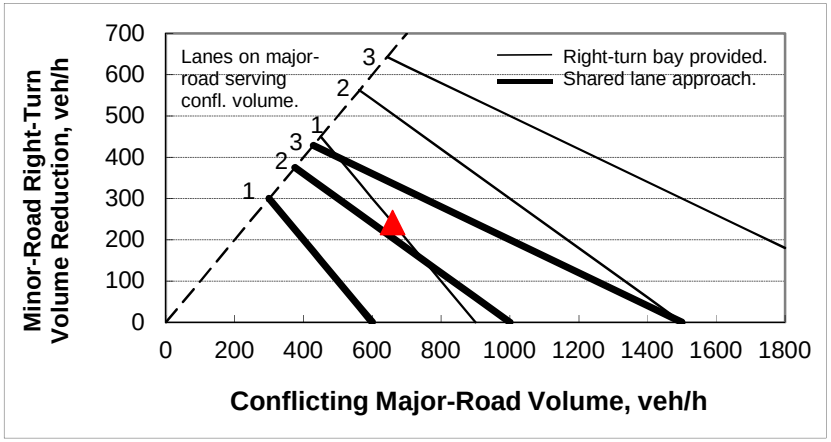
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	154
	3	Right	24
Major B	5	Through	657
	6	Right	4
Minor C	7	Left	3
	8	Through	0
	9	Right	67
Minor D	10	Left	0
	11	Through	0
	12	Right	0



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	166
Conflicting major-road volume (V_{c12}), veh/h:	659
Right-turn volume reduction (V_{r9}), veh/h:	734
Right-turn volume reduction (V_{r12}), veh/h:	241
Adjusted right-turn volume reduction (V_{r9}), veh/h:	67
Adjusted right-turn volume reduction (V_{r12}), veh/h:	0
Adjusted minor-road volume, veh/h:	3
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

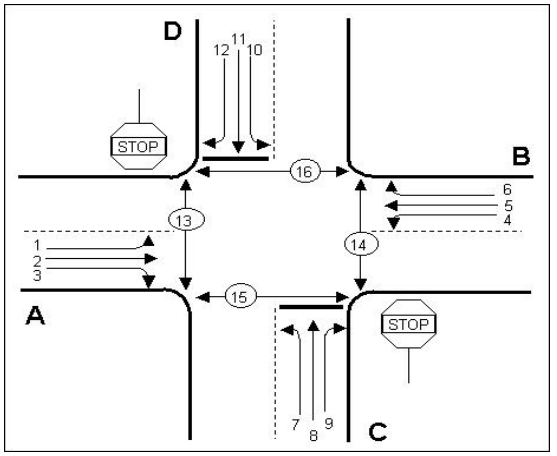


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Background AM at Lafayette Street and Great America Way

INPUT

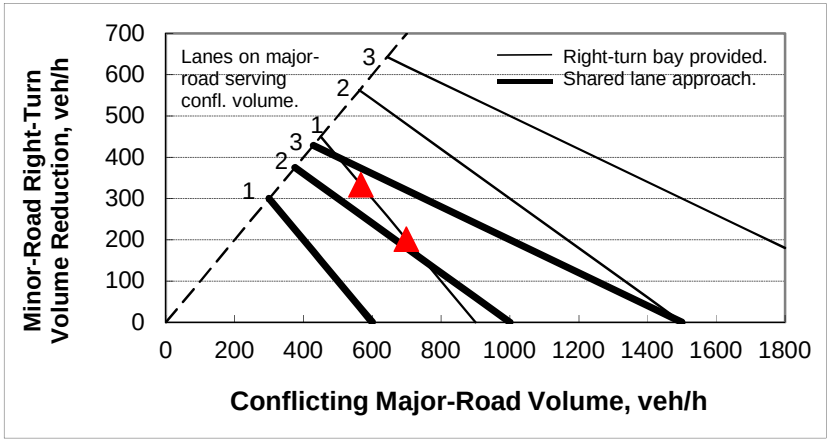
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	555
	3	Right	24
Major B	5	Through	697
	6	Right	4
Minor C	7	Left	3
	8	Through	80
	9	Right	72
Minor D	10	Left	0
	11	Through	25
	12	Right	50



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	567
Conflicting major-road volume (V_{c12}), veh/h:	699
Right-turn volume reduction (V_{r9}), veh/h:	333
Right-turn volume reduction (V_{r12}), veh/h:	201
Adjusted right-turn volume reduction (V_{r9}), veh/h:	72
Adjusted right-turn volume reduction (V_{r12}), veh/h:	50
Adjusted minor-road volume, veh/h:	83
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

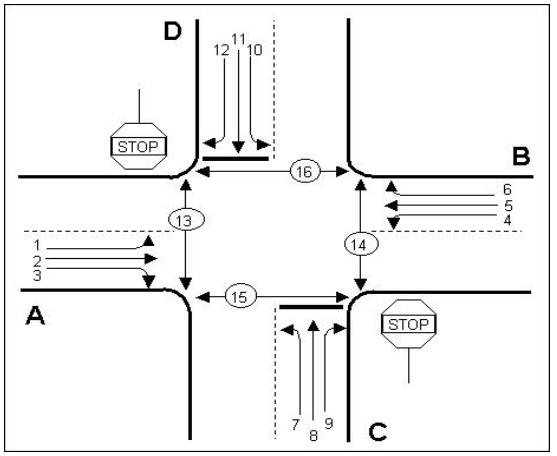


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Background Plus Project AM at Lafayette Street and Great America Way

INPUT

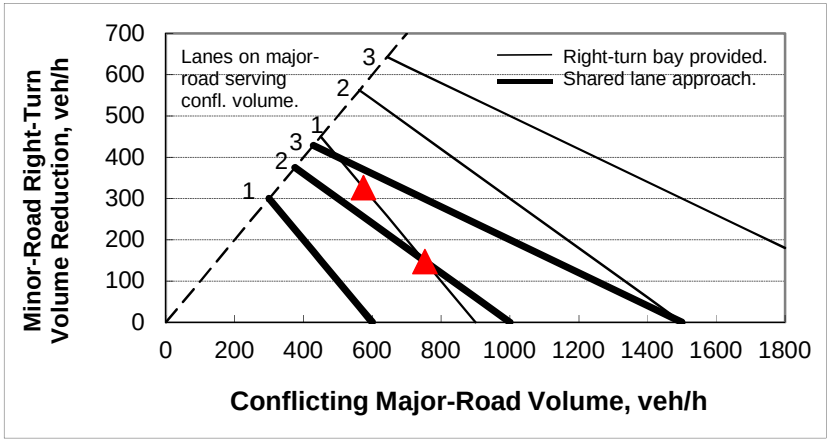
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	562
	3	Right	24
Major B	5	Through	751
	6	Right	4
Minor C	7	Left	3
	8	Through	80
	9	Right	72
Minor D	10	Left	0
	11	Through	25
	12	Right	50



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	574
Conflicting major-road volume (V_{c12}), veh/h:	753
Right-turn volume reduction (V_{r9}), veh/h:	326
Right-turn volume reduction (V_{r12}), veh/h:	147
Adjusted right-turn volume reduction (V_{r9}), veh/h:	72
Adjusted right-turn volume reduction (V_{r12}), veh/h:	50
Adjusted minor-road volume, veh/h:	83
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

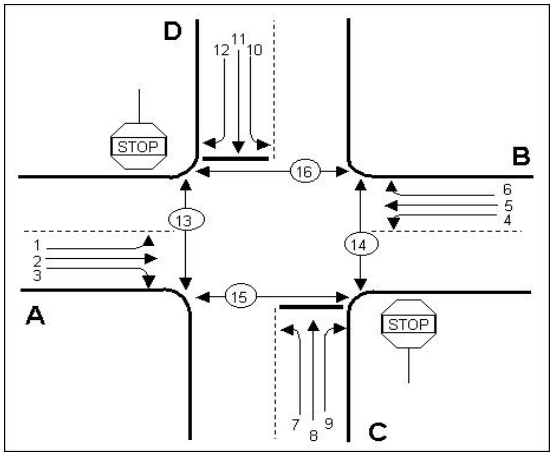


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Cumulative No Project AM at Lafayette Street and Great America Way

INPUT

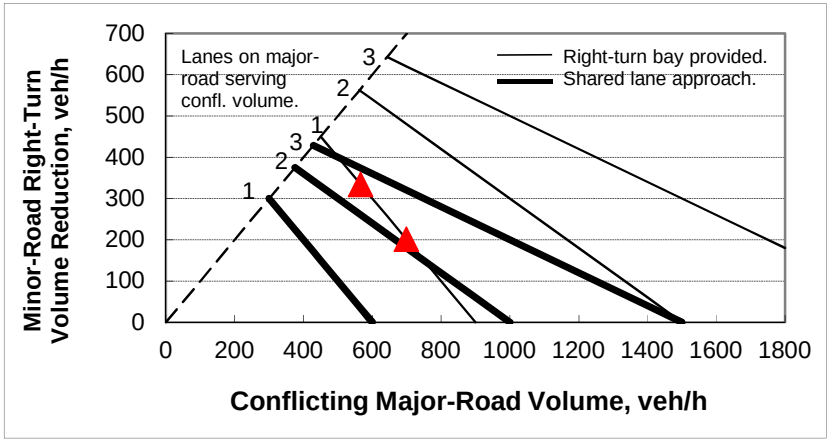
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	556
	3	Right	20
Major B	5	Through	697
	6	Right	4
Minor C	7	Left	9
	8	Through	80
	9	Right	72
Minor D	10	Left	0
	11	Through	25
	12	Right	50



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	566
Conflicting major-road volume (V_{c12}), veh/h:	699
Right-turn volume reduction (V_{r9}), veh/h:	334
Right-turn volume reduction (V_{r12}), veh/h:	201
Adjusted right-turn volume reduction (V_{r9}), veh/h:	72
Adjusted right-turn volume reduction (V_{r12}), veh/h:	50
Adjusted minor-road volume, veh/h:	89
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

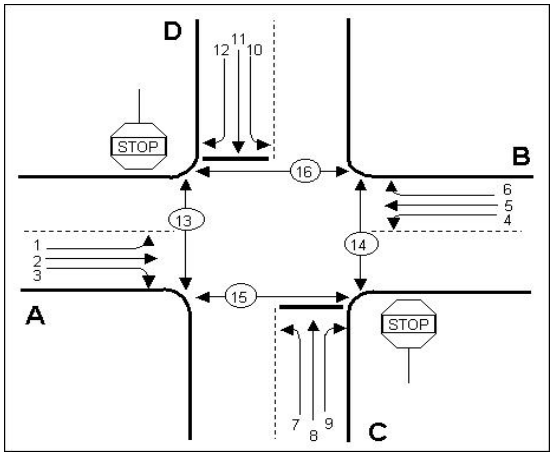


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Cumulative Plus Project AM at Lafayette Street and Great America Way

INPUT

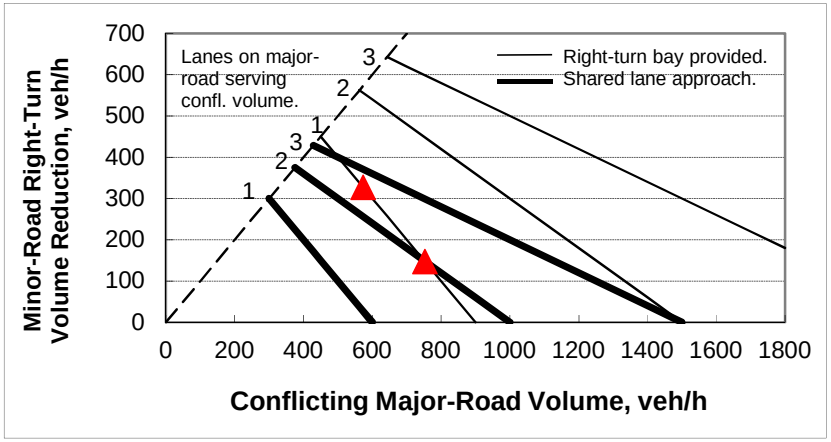
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	563
	3	Right	20
Major B	5	Through	751
	6	Right	4
Minor C	7	Left	9
	8	Through	80
	9	Right	72
Minor D	10	Left	0
	11	Through	25
	12	Right	50



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	573
Conflicting major-road volume (V_{c12}), veh/h:	753
Right-turn volume reduction (V_{r9}), veh/h:	327
Right-turn volume reduction (V_{r12}), veh/h:	147
Adjusted right-turn volume reduction (V_{r9}), veh/h:	72
Adjusted right-turn volume reduction (V_{r12}), veh/h:	50
Adjusted minor-road volume, veh/h:	89
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

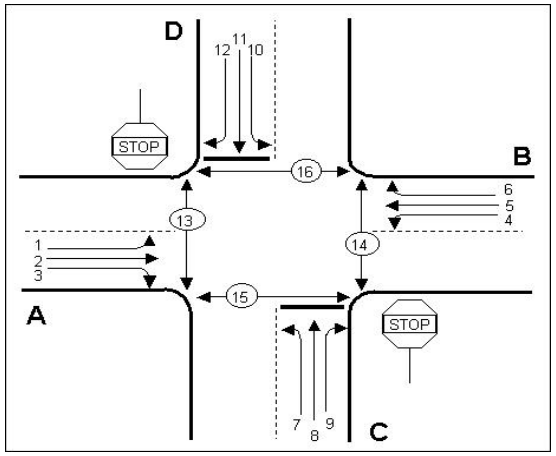


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Existing PM at Lafayette Street and Great America Way

INPUT

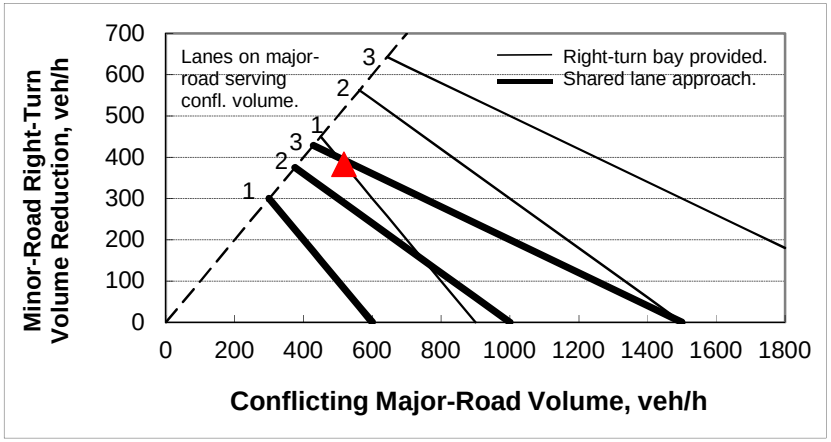
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	508
	3	Right	19
Major B	5	Through	175
	6	Right	1
Minor C	7	Left	125
	8	Through	1
	9	Right	582
Minor D	10	Left	1
	11	Through	0
	12	Right	1



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	518
Conflicting major-road volume (V_{c12}), veh/h:	176
Right-turn volume reduction (V_{r9}), veh/h:	383
Right-turn volume reduction (V_{r12}), veh/h:	725
Adjusted right-turn volume reduction (V_{r9}), veh/h:	383
Adjusted right-turn volume reduction (V_{r12}), veh/h:	1
Adjusted minor-road volume, veh/h:	326
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

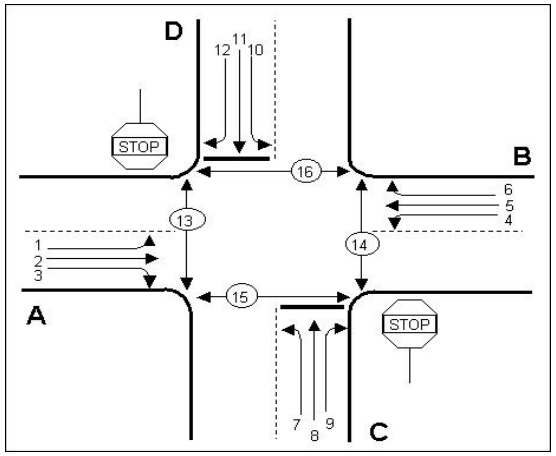


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Existing Plus Project PM at Lafayette Street and Great America Way

INPUT

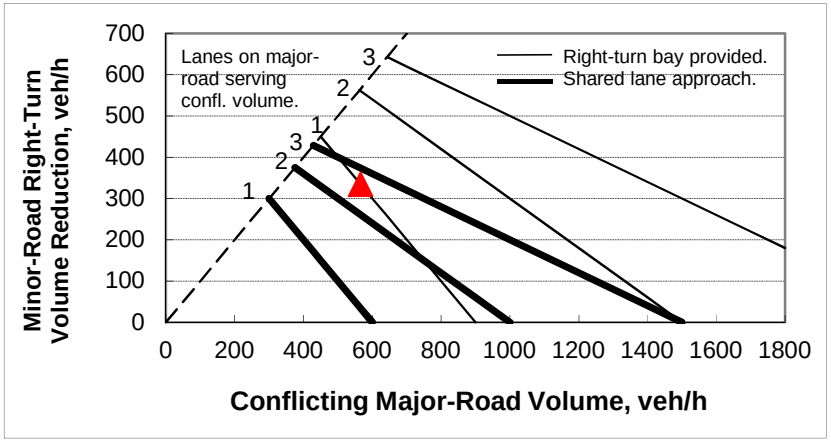
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	556
	3	Right	19
Major B	5	Through	185
	6	Right	1
Minor C	7	Left	125
	8	Through	1
	9	Right	582
Minor D	10	Left	1
	11	Through	0
	12	Right	1



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	566
Conflicting major-road volume (V_{c12}), veh/h:	186
Right-turn volume reduction (V_{r9}), veh/h:	335
Right-turn volume reduction (V_{r12}), veh/h:	715
Adjusted right-turn volume reduction (V_{r9}), veh/h:	335
Adjusted right-turn volume reduction (V_{r12}), veh/h:	1
Adjusted minor-road volume, veh/h:	374
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

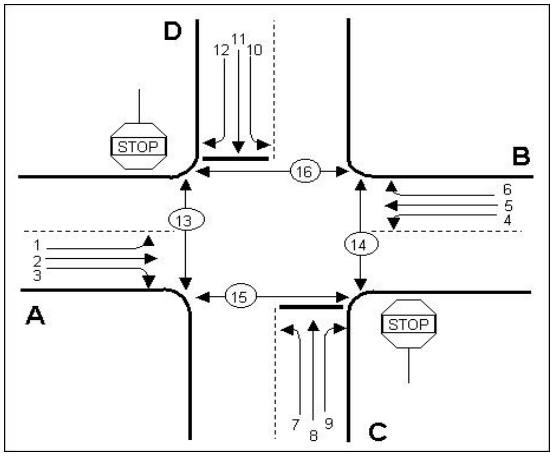


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Background PM at Lafayette Street and Great America Way

INPUT

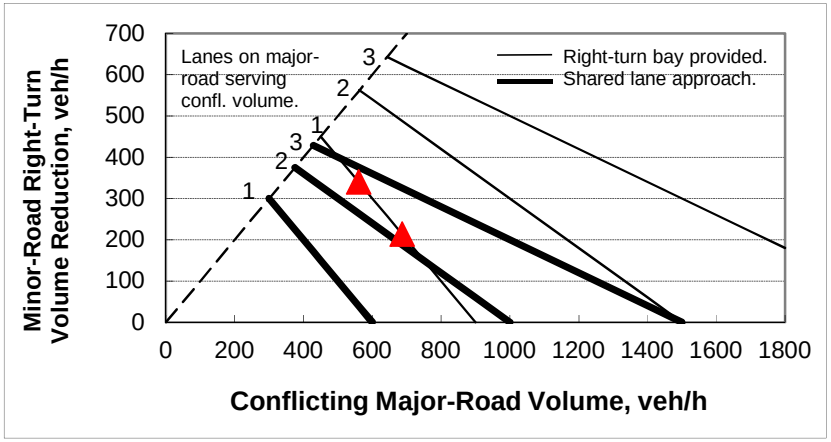
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	677
	3	Right	19
Major B	5	Through	560
	6	Right	1
Minor C	7	Left	125
	8	Through	26
	9	Right	582
Minor D	10	Left	1
	11	Through	130
	12	Right	211



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	687
Conflicting major-road volume (V_{c12}), veh/h:	561
Right-turn volume reduction (V_{r9}), veh/h:	214
Right-turn volume reduction (V_{r12}), veh/h:	340
Adjusted right-turn volume reduction (V_{r9}), veh/h:	214
Adjusted right-turn volume reduction (V_{r12}), veh/h:	211
Adjusted minor-road volume, veh/h:	520
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

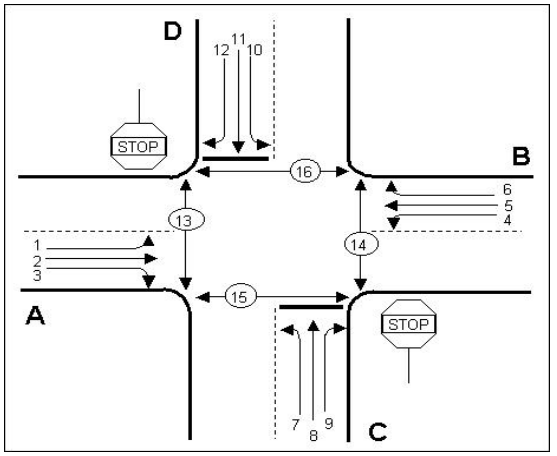


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Background Plus Project PM at Lafayette Street and Great America Way

INPUT

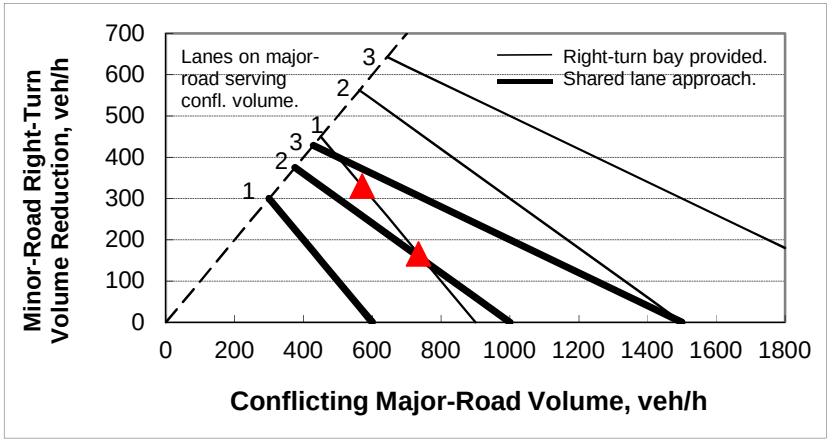
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	725
	3	Right	19
Major B	5	Through	570
	6	Right	1
Minor C	7	Left	125
	8	Through	26
	9	Right	582
Minor D	10	Left	1
	11	Through	130
	12	Right	211



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	735
Conflicting major-road volume (V_{c12}), veh/h:	571
Right-turn volume reduction (V_{r9}), veh/h:	166
Right-turn volume reduction (V_{r12}), veh/h:	330
Adjusted right-turn volume reduction (V_{r9}), veh/h:	166
Adjusted right-turn volume reduction (V_{r12}), veh/h:	211
Adjusted minor-road volume, veh/h:	568
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

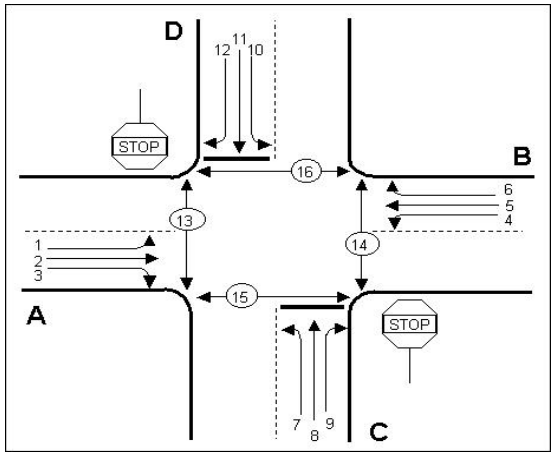


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Cumulative No Project PM at Lafayette Street and Great America Way

INPUT

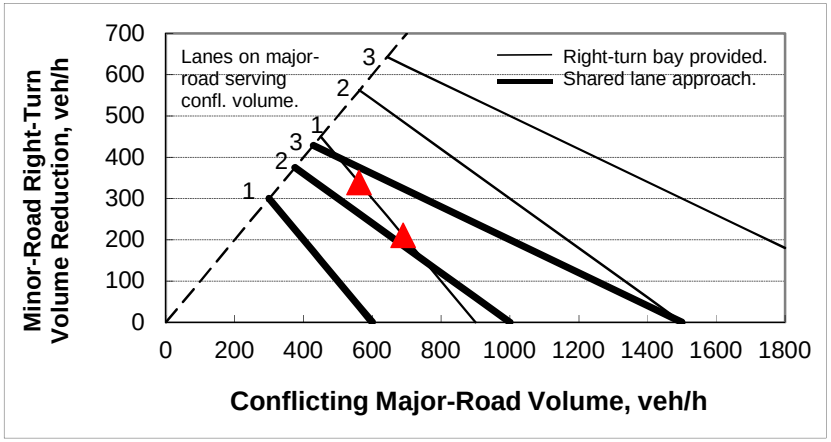
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	677
	3	Right	25
Major B	5	Through	561
	6	Right	1
Minor C	7	Left	124
	8	Through	26
	9	Right	582
Minor D	10	Left	1
	11	Through	130
	12	Right	211



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	690
Conflicting major-road volume (V_{c12}), veh/h:	562
Right-turn volume reduction (V_{r9}), veh/h:	211
Right-turn volume reduction (V_{r12}), veh/h:	339
Adjusted right-turn volume reduction (V_{r9}), veh/h:	211
Adjusted right-turn volume reduction (V_{r12}), veh/h:	211
Adjusted minor-road volume, veh/h:	522
Guidance:	**Conduct warrant check again using adjusted minor road volume.**

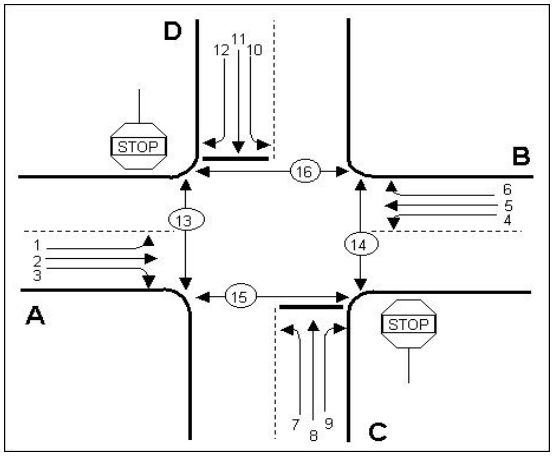


NCHRP 457 - Minor-road right-turn volume reduction for warrant check - Cumulative Plus Project PM at Lafayette Street and Great America Way

INPUT

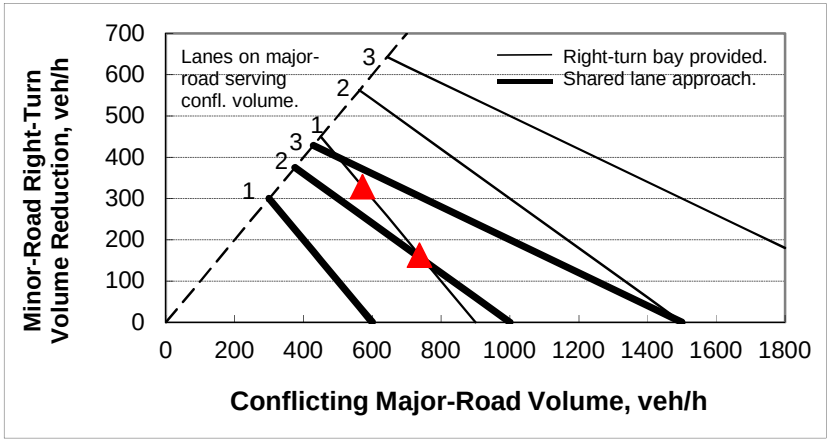
Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Right-turn bay provided

Approach	Number	Movement	Volume
Major A	2	Through	725
	3	Right	25
Major B	5	Through	571
	6	Right	1
Minor C	7	Left	124
	8	Through	26
	9	Right	582
Minor D	10	Left	1
	11	Through	130
	12	Right	211



OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	738
Conflicting major-road volume (V_{c12}), veh/h:	572
Right-turn volume reduction (V_{r9}), veh/h:	163
Right-turn volume reduction (V_{r12}), veh/h:	329
Adjusted right-turn volume reduction (V_{r9}), veh/h:	163
Adjusted right-turn volume reduction (V_{r12}), veh/h:	211
Adjusted minor-road volume, veh/h:	570
Guidance:	**Conduct warrant check again using adjusted minor road volume.**



Great America Pkwy/Gold St
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9592	0.9592	0
0.0400	0.9992	1
0.0008	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Gold St
SBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7952	0.7952	0
0.1822	0.9774	1
0.0209	0.9983	2
0.0016	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Gold St
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4346	0.4346	0
0.3622	0.7968	1
0.1509	0.9477	2
0.0419	0.9896	3
0.0087	0.9983	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Gold St
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3756	0.3756	0
0.3678	0.7434	1
0.1801	0.9235	2
0.0588	0.9823	3
0.0144	0.9966	4
0.0028	0.9995	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Gold St
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1702	0.1702	0
0.3014	0.4716	1
0.2668	0.7384	2
0.1575	0.8959	3
0.0697	0.9657	4
0.0247	0.9904	5
0.0073	0.9977	6
0.0018	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Gold St
SBL
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0508	0.0508	0
0.1514	0.2023	1
0.2256	0.4279	2
0.2240	0.6519	3
0.1669	0.8188	4
0.0994	0.9182	5
0.0494	0.9675	6
0.0210	0.9885	7
0.0078	0.9964	8
0.0026	0.9990	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Gold St
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0240	0.0240	0
0.0895	0.1136	1
0.1670	0.2805	2
0.2076	0.4881	3
0.1935	0.6816	4
0.1443	0.8259	5
0.0897	0.9156	6
0.0478	0.9634	7
0.0223	0.9857	8
0.0092	0.9949	9
0.0034	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Gold St
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.8
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0081	0.0081	0
0.0391	0.0472	1
0.0941	0.1414	2
0.1510	0.2923	3
0.1816	0.4740	4
0.1748	0.6488	5
0.1402	0.7891	6
0.0964	0.8855	7
0.0580	0.9435	8
0.0310	0.9745	9
0.0149	0.9894	10
0.0065	0.9959	11
0.0026	0.9985	12
0.0010	0.9995	13
0.0003	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.4
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0045	0.0051	1
0.0167	0.0218	2
0.0412	0.0630	3
0.0763	0.1393	4
0.1129	0.2523	5
0.1393	0.3916	6
0.1474	0.5390	7
0.1363	0.6753	8
0.1121	0.7875	9
0.0830	0.8705	10
0.0559	0.9263	11
0.0345	0.9608	12
0.0196	0.9804	13
0.0104	0.9908	14
0.0051	0.9959	15
0.0024	0.9983	16
0.0010	0.9993	17
0.0004	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.3
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0020	0.0022	1
0.0083	0.0105	2
0.0230	0.0334	3
0.0479	0.0814	4
0.0800	0.1614	5
0.1114	0.2728	6
0.1328	0.4056	7
0.1386	0.5442	8
0.1285	0.6727	9
0.1073	0.7800	10
0.0814	0.8614	11
0.0566	0.9180	12
0.0364	0.9544	13
0.0217	0.9761	14
0.0121	0.9881	15
0.0063	0.9944	16
0.0031	0.9975	17
0.0014	0.9989	18
0.0006	0.9996	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 11.2
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0010	2
0.0032	0.0043	3
0.0091	0.0133	4
0.0203	0.0336	5
0.0378	0.0714	6
0.0604	0.1318	7
0.0844	0.2162	8
0.1049	0.3210	9
0.1173	0.4383	10
0.1192	0.5575	11
0.1111	0.6686	12
0.0955	0.7641	13
0.0763	0.8404	14
0.0569	0.8973	15
0.0398	0.9371	16
0.0262	0.9633	17
0.0163	0.9795	18
0.0096	0.9891	19
0.0053	0.9944	20
0.0028	0.9973	21
0.0014	0.9987	22
0.0007	0.9994	23
0.0003	0.9997	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.0
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0017	0.0022	3
0.0052	0.0074	4
0.0124	0.0198	5
0.0250	0.0448	6
0.0430	0.0878	7
0.0647	0.1524	8
0.0865	0.2389	9
0.1041	0.3430	10
0.1140	0.4570	11
0.1144	0.5714	12
0.1059	0.6773	13
0.0911	0.7684	14
0.0731	0.8415	15
0.0550	0.8965	16
0.0390	0.9355	17
0.0261	0.9616	18
0.0165	0.9781	19
0.0099	0.9880	20
0.0057	0.9937	21
0.0031	0.9968	22
0.0016	0.9985	23
0.0008	0.9993	24
0.0004	0.9997	25
0.0002	0.9999	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2599	0.2599	0
0.3502	0.6101	1
0.2359	0.8460	2
0.1060	0.9520	3
0.0357	0.9877	4
0.0096	0.9973	5
0.0022	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2182	0.2182	0
0.3322	0.5503	1
0.2529	0.8032	2
0.1283	0.9315	3
0.0488	0.9803	4
0.0149	0.9952	5
0.0038	0.9990	6
0.0008	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 7.8
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0032	0.0036	1
0.0126	0.0162	2
0.0327	0.0489	3
0.0636	0.1125	4
0.0990	0.2115	5
0.1285	0.3400	6
0.1430	0.4830	7
0.1392	0.6222	8
0.1204	0.7426	9
0.0938	0.8364	10
0.0664	0.9028	11
0.0431	0.9459	12
0.0258	0.9717	13
0.0144	0.9861	14
0.0075	0.9935	15
0.0036	0.9971	16
0.0017	0.9988	17
0.0007	0.9995	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Lafayette St/Gold St
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.9
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0112	0.0144	2
0.0296	0.0440	3
0.0588	0.1028	4
0.0935	0.1963	5
0.1238	0.3201	6
0.1405	0.4607	7
0.1396	0.6002	8
0.1232	0.7234	9
0.0979	0.8213	10
0.0707	0.8920	11
0.0468	0.9388	12
0.0286	0.9674	13
0.0162	0.9837	14
0.0086	0.9923	15
0.0043	0.9965	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4982	0.4982	0
0.3471	0.8454	1
0.1209	0.9663	2
0.0281	0.9943	3
0.0049	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3708	0.3708	0
0.3679	0.7386	1
0.1825	0.9211	2
0.0604	0.9815	3
0.0150	0.9965	4
0.0030	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1560	0.1560	0
0.2898	0.4459	1
0.2692	0.7151	2
0.1667	0.8818	3
0.0774	0.9593	4
0.0288	0.9880	5
0.0089	0.9969	6
0.0024	0.9993	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1211	0.1211	0
0.2557	0.3768	1
0.2699	0.6466	2
0.1899	0.8365	3
0.1002	0.9368	4
0.0423	0.9791	5
0.0149	0.9940	6
0.0045	0.9985	7
0.0012	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2939	0.2939	0
0.3599	0.6538	1
0.2203	0.8741	2
0.0899	0.9641	3
0.0275	0.9916	4
0.0067	0.9983	5
0.0014	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0413	0.0413	0
0.1315	0.1728	1
0.2097	0.3825	2
0.2228	0.6052	3
0.1775	0.7828	4
0.1132	0.8960	5
0.0601	0.9561	6
0.0274	0.9835	7
0.0109	0.9944	8
0.0039	0.9983	9
0.0012	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.4
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0334	0.0334	0
0.1136	0.1470	1
0.1930	0.3400	2
0.2186	0.5586	3
0.1858	0.7444	4
0.1263	0.8707	5
0.0715	0.9422	6
0.0347	0.9770	7
0.0148	0.9917	8
0.0056	0.9973	9
0.0019	0.9992	10
0.0006	0.9998	11
0.0002	0.9999	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0053	0.0053	0
0.0279	0.0332	1
0.0730	0.1062	2
0.1273	0.2335	3
0.1667	0.4002	4
0.1745	0.5747	5
0.1523	0.7270	6
0.1139	0.8409	7
0.0745	0.9154	8
0.0434	0.9588	9
0.0227	0.9815	10
0.0108	0.9923	11
0.0047	0.9970	12
0.0019	0.9989	13
0.0007	0.9996	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.3
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0135	0.0135	0
0.0580	0.0715	1
0.1250	0.1965	2
0.1794	0.3760	3
0.1932	0.5691	4
0.1664	0.7356	5
0.1194	0.8550	6
0.0735	0.9285	7
0.0396	0.9680	8
0.0189	0.9870	9
0.0082	0.9951	10
0.0032	0.9983	11
0.0011	0.9995	12
0.0004	0.9998	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.3
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0052	0.0052	0
0.0274	0.0326	1
0.0720	0.1046	2
0.1262	0.2308	3
0.1658	0.3967	4
0.1744	0.5710	5
0.1528	0.7238	6
0.1147	0.8385	7
0.0754	0.9139	8
0.0440	0.9579	9
0.0231	0.9810	10
0.0111	0.9921	11
0.0048	0.9969	12
0.0020	0.9989	13
0.0007	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 14.3
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0004	3
0.0011	0.0015	4
0.0032	0.0047	5
0.0075	0.0122	6
0.0153	0.0275	7
0.0273	0.0548	8
0.0432	0.0981	9
0.0616	0.1597	10
0.0798	0.2395	11
0.0948	0.3343	12
0.1039	0.4382	13
0.1058	0.5440	14
0.1005	0.6444	15
0.0895	0.7339	16
0.0750	0.8089	17
0.0594	0.8683	18
0.0445	0.9128	19
0.0317	0.9446	20
0.0215	0.9661	21
0.0139	0.9800	22
0.0086	0.9887	23
0.0051	0.9938	24
0.0029	0.9967	25
0.0016	0.9983	26
0.0008	0.9992	27
0.0004	0.9996	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 15.1
Percentile = 0.95 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0002	0.0002	3
0.0006	0.0008	4
0.0018	0.0026	5
0.0046	0.0072	6
0.0099	0.0170	7
0.0186	0.0357	8
0.0312	0.0669	9
0.0471	0.1139	10
0.0646	0.1786	11
0.0813	0.2599	12
0.0944	0.3542	13
0.1018	0.4560	14
0.1024	0.5584	15
0.0966	0.6550	16
0.0858	0.7408	17
0.0719	0.8127	18
0.0571	0.8699	19
0.0431	0.9130	20
0.0310	0.9440	21
0.0213	0.9653	22
0.0140	0.9792	23
0.0088	0.9880	24
0.0053	0.9933	25
0.0031	0.9964	26
0.0017	0.9981	27
0.0009	0.9991	28
0.0005	0.9995	29
0.0002	0.9998	30
0.0001	0.9999	31
0.0001	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0271	0.0271	0
0.0977	0.1247	1
0.1763	0.3010	2
0.2121	0.5131	3
0.1914	0.7045	4
0.1382	0.8427	5
0.0832	0.9259	6
0.0429	0.9688	7
0.0194	0.9881	8
0.0078	0.9959	9
0.0028	0.9987	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0228	0.0228	0
0.0863	0.1092	1
0.1631	0.2723	2
0.2055	0.4778	3
0.1941	0.6719	4
0.1467	0.8187	5
0.0924	0.9111	6
0.0499	0.9610	7
0.0236	0.9845	8
0.0099	0.9944	9
0.0037	0.9982	10
0.0013	0.9994	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0031	0.0031	0
0.0178	0.0209	1
0.0514	0.0723	2
0.0992	0.1715	3
0.1434	0.3149	4
0.1659	0.4809	5
0.1600	0.6409	6
0.1322	0.7731	7
0.0956	0.8687	8
0.0614	0.9301	9
0.0355	0.9657	10
0.0187	0.9843	11
0.0090	0.9934	12
0.0040	0.9974	13
0.0017	0.9990	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (S)
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.9
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0027	0.0027	0
0.0157	0.0184	1
0.0467	0.0651	2
0.0923	0.1574	3
0.1369	0.2942	4
0.1624	0.4566	5
0.1606	0.6172	6
0.1361	0.7533	7
0.1009	0.8542	8
0.0665	0.9207	9
0.0395	0.9601	10
0.0213	0.9814	11
0.0105	0.9919	12
0.0048	0.9967	13
0.0020	0.9987	14
0.0008	0.9995	15
0.0003	0.9998	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0460	0.0460	0
0.1416	0.1875	1
0.2180	0.4055	2
0.2238	0.6293	3
0.1723	0.8016	4
0.1062	0.9078	5
0.0545	0.9623	6
0.0240	0.9863	7
0.0092	0.9955	8
0.0032	0.9987	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0057	0.0057	0
0.0296	0.0354	1
0.0764	0.1118	2
0.1315	0.2433	3
0.1696	0.4129	4
0.1750	0.5879	5
0.1505	0.7384	6
0.1110	0.8494	7
0.0716	0.9210	8
0.0410	0.9620	9
0.0212	0.9832	10
0.0099	0.9931	11
0.0043	0.9974	12
0.0017	0.9991	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0005	2
0.0019	0.0024	3
0.0055	0.0079	4
0.0132	0.0211	5
0.0263	0.0474	6
0.0448	0.0922	7
0.0668	0.1590	8
0.0887	0.2477	9
0.1059	0.3536	10
0.1149	0.4685	11
0.1144	0.5828	12
0.1050	0.6879	13
0.0896	0.7774	14
0.0713	0.8487	15
0.0532	0.9019	16
0.0374	0.9393	17
0.0248	0.9641	18
0.0156	0.9797	19
0.0093	0.9890	20
0.0053	0.9943	21
0.0029	0.9971	22
0.0015	0.9986	23
0.0007	0.9994	24
0.0004	0.9997	25
0.0002	0.9999	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 13.9
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0005	3
0.0014	0.0020	4
0.0040	0.0060	5
0.0093	0.0153	6
0.0185	0.0338	7
0.0320	0.0658	8
0.0494	0.1152	9
0.0686	0.1838	10
0.0865	0.2703	11
0.1001	0.3704	12
0.1069	0.4772	13
0.1059	0.5832	14
0.0980	0.6812	15
0.0850	0.7662	16
0.0694	0.8356	17
0.0535	0.8892	18
0.0391	0.9283	19
0.0271	0.9554	20
0.0179	0.9734	21
0.0113	0.9847	22
0.0068	0.9915	23
0.0040	0.9955	24
0.0022	0.9977	25
0.0012	0.9988	26
0.0006	0.9994	27
0.0003	0.9997	28
0.0001	0.9999	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0238	0.0238	0
0.0888	0.1126	1
0.1661	0.2787	2
0.2071	0.4858	3
0.1936	0.6795	4
0.1448	0.8243	5
0.0903	0.9146	6
0.0482	0.9629	7
0.0226	0.9854	8
0.0094	0.9948	9
0.0035	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.1
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0162	0.0162	0
0.0669	0.0832	1
0.1379	0.2210	2
0.1893	0.4104	3
0.1950	0.6054	4
0.1607	0.7661	5
0.1103	0.8765	6
0.0649	0.9414	7
0.0334	0.9748	8
0.0153	0.9902	9
0.0063	0.9965	10
0.0024	0.9988	11
0.0008	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0074	0.0085	1
0.0254	0.0339	2
0.0577	0.0916	3
0.0984	0.1901	4
0.1342	0.3243	5
0.1526	0.4769	6
0.1487	0.6255	7
0.1267	0.7522	8
0.0960	0.8483	9
0.0655	0.9138	10
0.0406	0.9544	11
0.0231	0.9774	12
0.0121	0.9896	13
0.0059	0.9954	14
0.0027	0.9981	15
0.0011	0.9993	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/SR 237 (N)
WBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.2
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0055	0.0062	1
0.0196	0.0259	2
0.0470	0.0729	3
0.0843	0.1572	4
0.1211	0.2783	5
0.1449	0.4232	6
0.1487	0.5719	7
0.1334	0.7053	8
0.1064	0.8118	9
0.0764	0.8882	10
0.0499	0.9381	11
0.0298	0.9679	12
0.0165	0.9844	13
0.0085	0.9929	14
0.0040	0.9969	15
0.0018	0.9987	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45